city of greenville

Office Use Only:			
Application#		Fees Paid	
Date Received		Accepted By	
Date Complete		App Deny Conditions	

APPLICATION FOR REZONE – PLANNED DEVELOPMENT DISTRICT (PD)

Contact Planning & Development (864) 467-4476

APPLICANT/OWNER INFORMATION

*Indicates Required Field

	APPLICANT	PROPERTY OWNER
*Name:	Marcus McCall	Enclave Laurens, LLC (McCall Capital); Laurens 24, LLC (McCall Capital)
*Title:	President / Manager of McCall Capital, LLC	
*Address:	531 S. Main St., Suite 207	531 S. Main St., Suite 207
*State:	South Carolina	South Carolina
*Zip:	29601	29601
*Phone:	864-370-0037	864-370-0037
*Email:	mm@mccallcap.com	mm@mccallcap.com

PROPERTY INFORMATION

*STREET ADDRESS: NE of Intersection of N. Pleasantburg Drive, Laurens Road, & Airport Road

*TAX MAP #(S): 0256000600100; 0256000600101; 0256000600102; 0256000601201; 0256000600200

*CURRENT ZONING DESIGNATION: C-3

*PROPOSED ZONING DESIGNATION: Planned Development District (PD)

*TOTAL ACREAGE: ±12.79 AC

*PROPOSED PD NAME: Enclave Laurens (final name TBD)

INSTRUCTIONS

1. The applicant is strongly encouraged to schedule a preapplication conference at least one (1) month prior to the scheduled submission deadline. At this time, the applicant may also be encouraged to schedule a sufficiency review one (1) to two (2) weeks prior to the scheduled submission deadline to allow staff review of the application. Call (864) 467-4476 to schedule an appointment.

   PREAPPLICATION MEETING DATE 08/09/2021

2. If the application includes more than one (1) parcel and/or more than one (1) owner, the applicant must provide the appropriate deed book/page references, tax parcel numbers, and owner signatures as an attachment.
3. If the application is to designate a portion of a property as Planned Development (PD), otherwise described by deed, a survey of the parcel reflecting the requested designation(s) by courses and distances must be included in the submittal package.
4. In addition to the Planned Development (PD) required documents, as set forth in ***Sections 19-2.3.3, Planned development district***, and ***19-3.2 (N), PD: Planned development district***, the applicant/owner must respond to the "Standards" questions on page 4 of this application. A separate sheet may be attached to address these questions.

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5. All applications and fees (made payable to the City of Greenville) for designation as a Planned Development (PD) must be received by the planning and development office no later than 2:00 pm of the date reflected on the attached schedule.

   A. Planned Development (PD) - New — $550.00 – Zoning Map Amendment, *public hearing required*

   B. Major Deviations — $275.00 – Planned Development (PD), *public hearing required*

   C. Minor Deviations — $150.00 – Planned Development (PD), *administrative review*

6. Staff will review the application for "sufficiency" pursuant to Section 19-2.2.6, Determination of Sufficiency. If the application is deemed insufficient, staff will notify the applicant and request that the application be revised and resubmitted to address insufficiency comments. In this event, the item will be postponed to a subsequent regularly scheduled planning commission meeting.

7. Please refer to ***Sections 19-2.3.3, Planned development district***, and ***19-3.2 (N), PD: Planned development district*** for additional information.

8. **Public Notice Requirements.** Planned Development (PD) applications require a planning commission public hearing. Additionally, informal review from the design review board is required prior to the planning commission hearing. The applicant is responsible for sign posting the subject property at least 15 days (but no more than 18 days) prior to the scheduled planning commission hearing date.

   Planned Development (PD) applications also require a developer-led neighborhood meeting, which is to be held at least eight (8) days prior to the scheduled planning commission hearing (Sec. 19-2.2.4, Neighborhood meetings). See *Instructions for Organizing a Developer-Led Neighborhood Meeting* for more information. Neighborhood Meeting held October, 12, 2021

   Upon planning commission recommendation, the application item will be scheduled for city council hearing.

   (*To be filled out at time of application submittal*)

   _____Public Hearing signs are acknowledged as received by the applicant

   _____Instructions for Organizing a Developer-Led Neighborhood Meeting are acknowledged as received by the applicant

   *APPLICANT SIGNATURE _____

9. **Please verify that all required information is reflected on the plan(s), and submit one (1) paper copy, one (1) binder and one (1) electronic version of the application submittal package.**

   Binder Requirements:

   - Three-ring binder
   - PD Name on front cover and spine of binder
   - Five (5) Tabs with the following labels: Location / Existing Zoning; Submitted Application; Public Notice and Comments; Planning Commission / Staff Report; City Council / Ordinance

10. **Please read carefully:** The applicant and property owner affirm that all information submitted with this application; including any/all supplemental information is true and correct to the best of their knowledge and they have provided full disclosure of the relevant facts.

    In addition, the applicant affirms that the applicant or someone acting on the applicant's behalf has made a reasonable effort to determine whether a deed or other document places one or more restrictions on the property that preclude or impede the intended use and has found no record of such a restriction.

    If the planning office by separate inquiry determines that such a restriction exists, it shall notify the applicant. If the applicant does not withdraw or modify the application in a timely manner, or act to have the restriction terminated or waived, then the planning office will indicate in its report to the planning commission that granting the requested change would not likely result in the benefit the applicant seeks.

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Furthermore, my signature (applicant) indicates that I understand and consent that this matter will appear before the Planning Commission for consideration and that any recommendation, for approval or denial, by the Planning Commission will be presented to the City Council at their next regularly scheduled meeting to be held on the fourth Monday of the month following the Planning Commission meeting in which the matter was heard.

*APPLICANT SIGNATURE

10/18/2021

DATE

11. To that end, the applicant hereby affirms that the tract or parcel of land subject of the attached application **is** ___ or **is not** ☑ restricted by any recorded covenant that is contrary to, conflicts with, or prohibits the requested activity.

*Signatures	
Applicant	Marcus McCall
Date	10/18/2021
Property Owner/Authorized Agent	Enclave Laurens, LLC (McCall Capital); Laurens 24, LLC (McCall Capital)
Date	10/18/2021

APPLICATION REQUIREMENTS

1. Planned Development (PD) format and content requirements are reflected in the City of Greenville code under ***Sections 19-2.3.3, Planned development district***, and ***19-3.2 (N), PD: Planned development district***
2. Plan and information requirements:
   - a. PD Regulating Plan – *submit a regulating master plan for the proposed planned development, which includes the following elements:*
     - a. Contextual site information
     - b. Total acreage of overall site
     - c. Location and number of acres of various areas by type of use (*Sec. 19-4.3, Use-specific standards*)
     - d. Location, orientation, height and number of stories of existing and proposed buildings
     - e. Location of open space, landscaping and site features (*Sec. 19-6.2, Landscaping, buffering, and screening*)
     - f. Number of dwelling units and density of various residential types and approximate number of bedrooms in each residential unit
     - g. Square footage of non-residential use
     - h. Building elevations to depict mass, form, roofline, and fenestration patterns
     - i. Building and hardscape materials
     - j. Primary traffic circulation pattern
     - k. Location of parking areas and approximate number of spaces dedicated to each use type (*Sec. 19-6.1, Off-street parking and loading*)
   - b. Statement of Intent – *submit a descriptive statement setting forth the characteristics and purpose of the proposed PD, which includes the following information:*
     - a. Unique aspects of design and development

b. Procedures of any proposed homeowners' association or other group maintenance agreement
c. Proposed development schedule
d. Public improvements both on and off-site and estimate time schedule for providing such improvements
e. Impact on public facilities and letters from the appropriate agencies or districts verifying service availability
f. Architectural style, appearance and orientation of proposed buildings

c. Sign Plan – *submit a comprehensive sign plan for the PD (Sec. 19-6.6, Sign regulations)*

d. Final Development Plan – *upon public hearing approval, submit a final development plan for administrative review and approval*

SUPPORTING INFORMATION – STANDARDS QUESTIONS
Applicant response to Section 19-3.2(N) General Development Parameters

(Please attach separate sheet if additional space is need)

1. DESCRIBE THE WAYS IN WHICH THE PROPOSED PLANNED DEVELOPMENT PROVIDES A MIX OF USES.
see attached

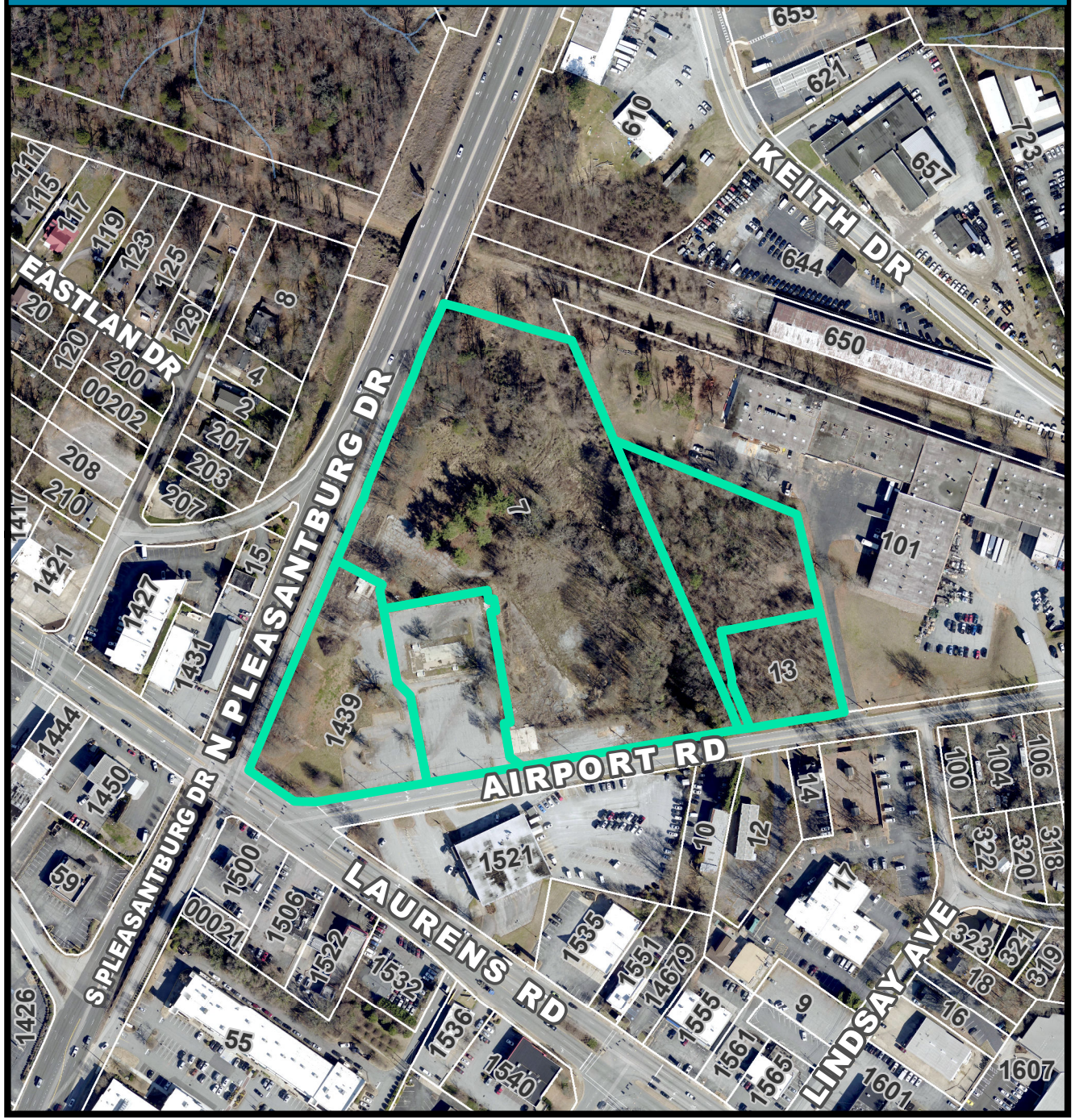
2. DESCRIBE THE WAYS IN WHICH THE PROPOSED PLANNED DEVELOPMENT UTILIZES CLUSTER OR TRADITIONAL NEIGHBORHOOD DEVELOPMENT PRINICIPLES TO THE GREATEST EXTENT POSSIBLE THAT IS INTERRELATED AND LINKED BY PEDESTRIAN WAYS, BIKE WAYS, AND TRANSPORTATION SYSTEMS.
see attached

3. DESCRIBE THE WAYS IN WHICH THE PROPOSED PLANNED DEVELOPMENT RESULTS IN LAND USE PATTERNS THAT PROMOTE AND EXPAND OPPORTUNITIES FOR PUBLIC TRANSPORTATION AND AN EFFICIENT AND COMPACT NETWORK OR STREETS, ETC.
see attached

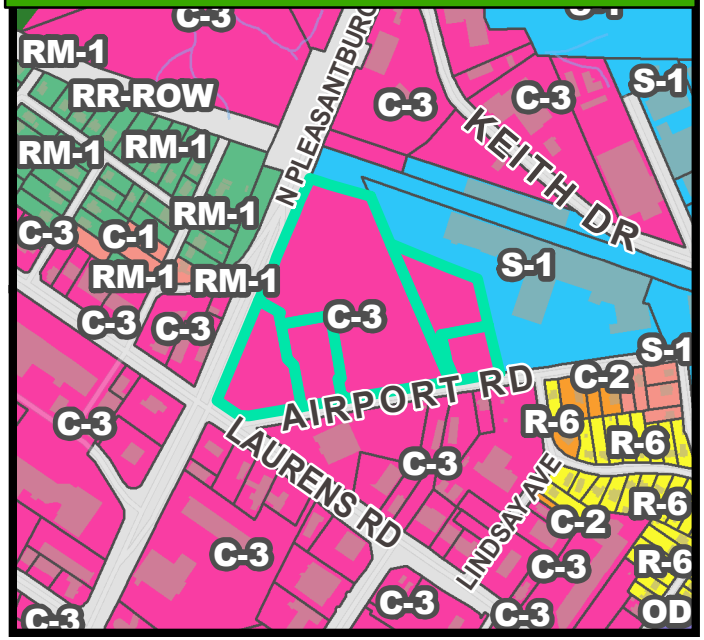
4. DESCRIBE THE WAYS IN WHICH THE PROPOSED PLANNED DEVELOPMENT WILL BE COMPATIBILE WITH THE CHARACTER OF SURROUNDING LAND USES AND MAINTAIN AND ENHANCE THE VALUE OF SURROUNDING PROPERTIES.
see attached

Z-34-2021 • N. PLEASANTBURG DRIVE, LAURENS ROAD AND AIRPORT ROAD

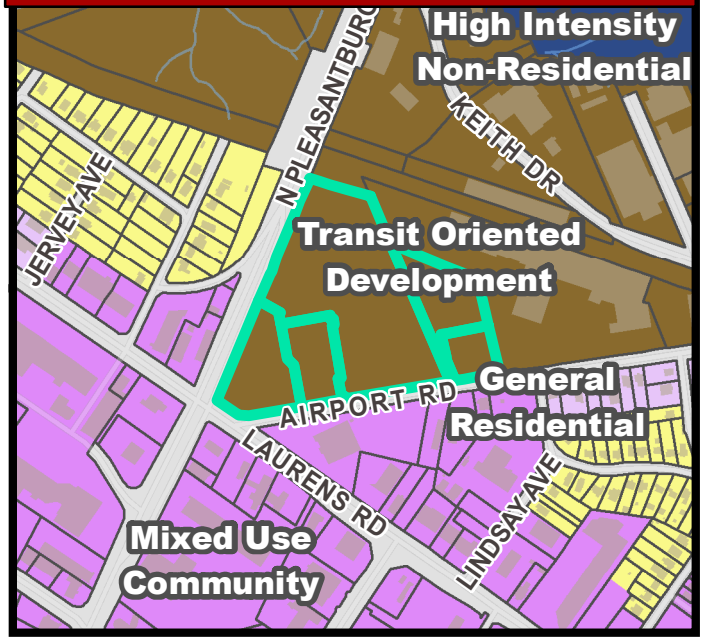
AERIAL VIEW



CURRENT ZONING

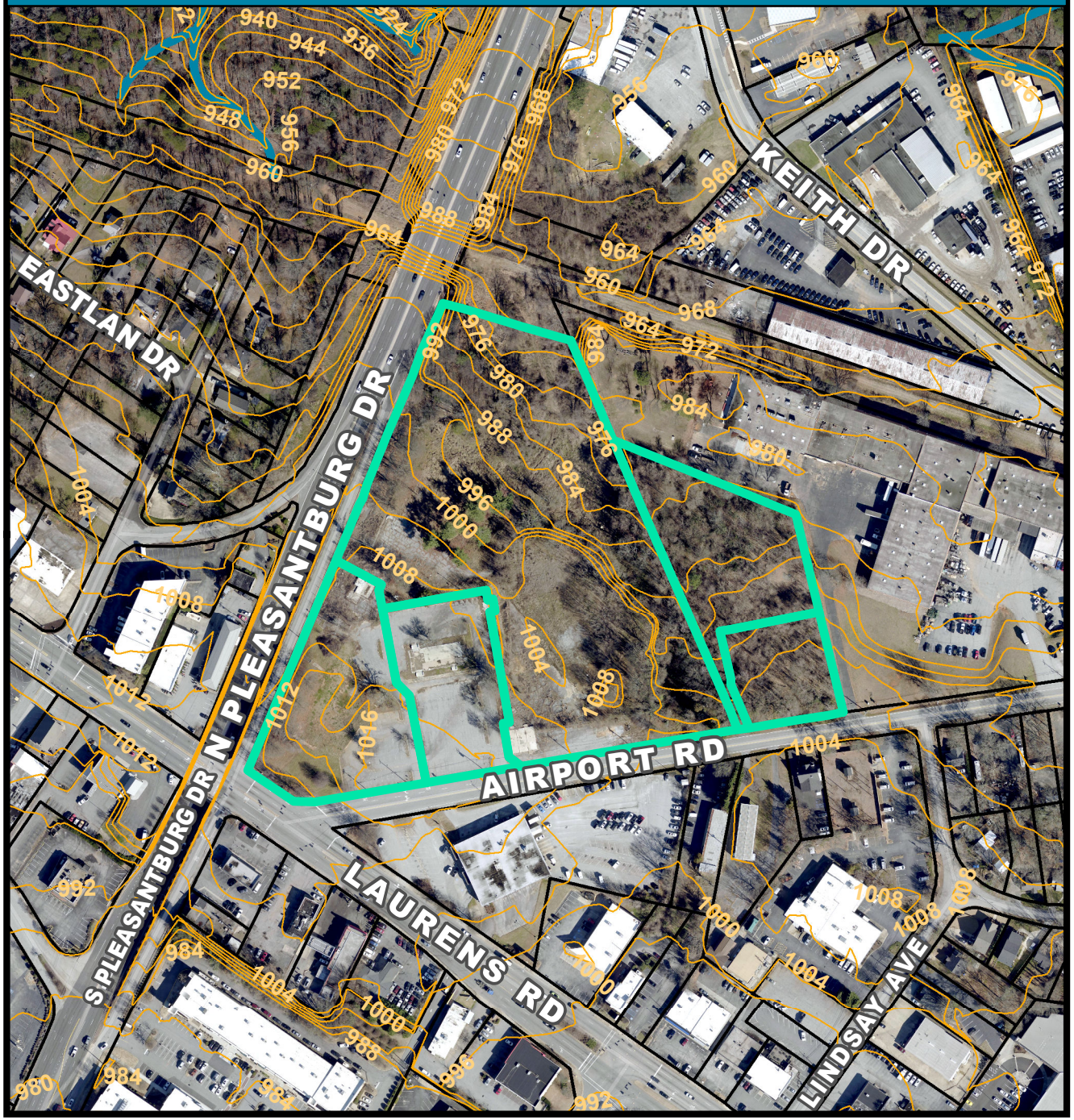


FUTURE LAND USE

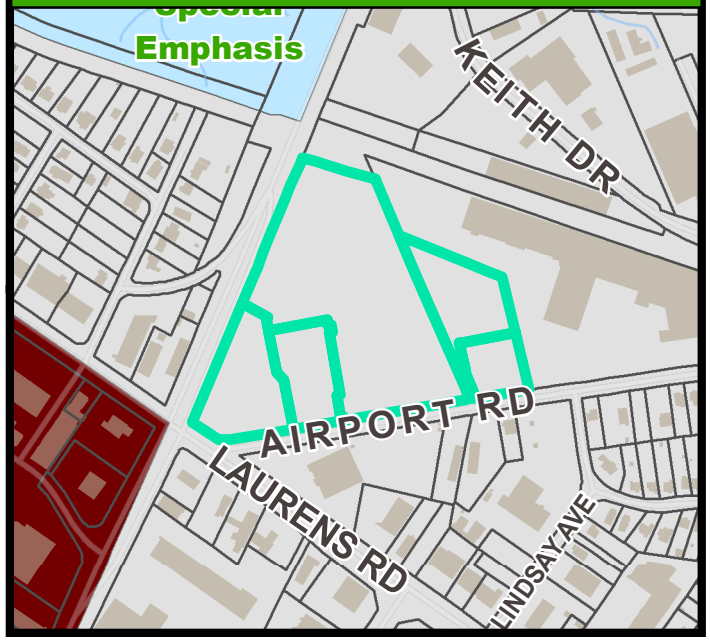


Z-34-2021 • N. PLEASANTBURG DRIVE, LAURENS ROAD AND AIRPORT ROAD

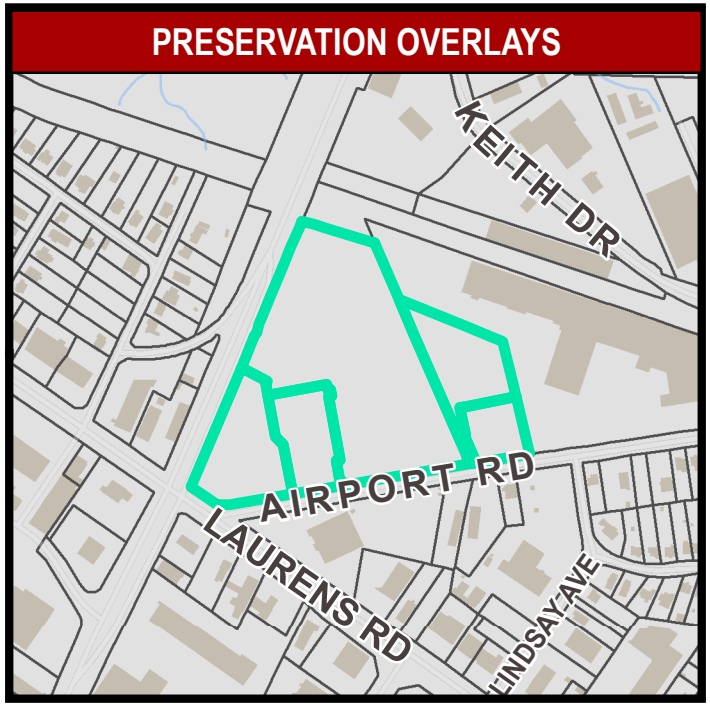
NATURAL / ENVIRONMENTAL FEATURES



SPECIAL EMPHASIS NEIGHBORHOODS



PRESERVATION OVERLAYS



McCALL CAPITAL

APPLICATION FOR REZONE – PLANNED DEVELOPMENT DISTRICT (PD)

SUPPORTING INFORMATION – STANDARD QUESTIONS

1. DESCRIBE THE WAYS IN WHICH THE PROPOSED PLANNED DEVELOPMENT PROVIDES A MIX OF USES

The proposed site plan ("Redevelopment Site") subject to this PD application consists of the following primary uses: Commercial, including retail, restaurant, and/or office uses; Multi-family residential, including a range of housing to support various income levels; and either a Hotel or large Office, depending on market demand.

The type of restaurant / retail uses envisioned for the project consist of supporting neighborhood retail shops and sit-down restaurants with indoor and outdoor café style seating. Sited strategically within the development will be designed open spaces that will act as passive park spaces and plaza areas interconnected through multi-modal facilities. These locations will remain under the control and maintenance of the owner for the use and enjoyment of the residents living on-site, hotel guests / office tenants, and customers of the various commercial uses. In addition, improvements to the spaces may include benches, pathways, fencing and other passive elements that will help to improve the use and enjoyment of these spaces. Proposed uses will include both public and private amenities as well as a combination of structured and surface parking. Additionally, the combination of uses proposed in the development complement one another to reduce the parking demand during peak hours (i.e. office and commercial use parking demands are highest during normal business hours whereas parking demand for residential uses is highest after normal business hours).

2. DESCRIBE THE WAYS IN WHICH THE PROPOSED PLANNED DEVELOPMENT UTILIZES CLUSTER OR TRADITIONAL NEIGHBORHOOD DEVELOPMENT PRINCIPLES TO THE GREATEST EXTENT POSSIBLE THAT IS INTERRELATED AND LINKED BY PEDESTRIAN WAYS, BIKE WAYS, AND TRANSPORTATION SYSTEMS.

The Redevelopment Site will be connected through an internal street network, bicycle and pedestrian pathways, plaza areas, and open space. A multi-use trail connection is proposed which allows the "Main Street" to serve as a truly multi-modal connection to the residential and commercial areas, the Laurens Road / Airport Road corridor, and beyond. Generous sidewalks will be provided, both internal and external to the property. Street trees and other landscape elements will be installed to provide enhanced streetscapes and to create an aesthetically pleasing and safe streetscape for all users as well as a physical buffer from vehicles. On-street parking is included and will provide additional separation for bicyclists and pedestrians as well as calm traffic. Parking will consist of structured parking with surface parking areas integrated into the street network and landscaped to help it blend harmoniously within the development. With a strong emphasis on multi-modal transportation and fully embracing and engaging the future Swamp Rabbit Trail Extension, the Redevelopment Site is congruent with the goals of the GVL 2040 Comprehensive Plan by making a range of appealing and safe mobility options possible along Greenville's major corridors to reduce dependence on cars.

3. DESCRIBE THE WAYS IN WHICH THE PROPOSED PLANNED DEVELOPMENT RESULTS IN LAND USE PATTERNS THAT PROMOTE AND EXPAND OPPORTUNITIES FOR PUBLIC TRANSPORTATION AND AN EFFICIENT AND COMPACT NETWORK OR STREETS, ETC.

The proposed Redevelopment Site will create a compact, high-density, neighborhood village destination located at the intersection of two commercial corridors and along the planned Swamp Rabbit Trail Greenway connecting Downtown and the CU-ICAR campus. The proposed plan utilizes the existing, adjacent street network and enhances the public realm by providing a distinct edge comprised of commercial and residential buildings as

well as proposing streetscape improvements consistent with the Greenville Downtown Design Guidelines. The main entry into the site from Airport Rd. will serve as a "Main Street" for the development. The incorporation of green infrastructure, pedestrian plazas, and bicycle/pedestrian facilities will allow this area to serve both functionally and as a user amenity. Commercial and residential uses will be placed along the streets and fronting the future Swamp Rabbit Trail Extension in order to help activate the public realm.

The intent of the plan is to provide a high-density mixture of uses that extends the development patterns of the Central Business District eastward. The commercial uses proposed will service not only the residential uses of the Redevelopment Site but also the east side of downtown and the surrounding neighborhoods. Its prominent location along busy thoroughfares make it very accessible and provides an ideal opportunity to introduce public transportation opportunities at this location. Public transit opportunities will be offered with a potential future Greenlink bus stop centrally located within the site. Ridesharing (i.e. Uber and Lyft) will also be accommodated with a safe and convenient internal drop-off location.

While some parking will be provided internally via on-street, surface parking the vast majority will be provided via structured parking. The extensive use of structured parking, as well as underground detention, allows for greater densities to be achieved in a compact, efficient development while also preserving essential space for amenities, landscaping, and open space.

These principles are consistent with the goals of the GVL 2040 Comprehensive Plan by embracing a traditional, higher density urban form and using it as a model for growth in community nodes distributed across the City.

4. DESCRIBE THE WAYS IN WHICH THE PROPOSED PLANNED DEVELOPMENT WILL BE COMPATIBLE WITH THE CHARACTER OF SURROUNDING LAND USES AND MAINTAIN AND ENHANCE THE VALUE OF SURROUNDING PROPERTIES.

The Redevelopment Site currently exists as a vacant site consisting of abandoned surface parking lot(s), building pads, and site laydown areas with miscellaneous site pads associated with the former developments. The extensive improvements proposed for the Redevelopment Site seeks to create an inviting gateway into the Downtown. By its very nature, this is in-line with the spirit of the GVL 2040 Comprehensive Plan goal of preserving remaining undeveloped land to protect Greenville's quality of life, the environment, and to facilitate a new way of growing.

The architecture of the residential buildings will continue the existing character and narrative of the surrounding land uses factory and industrial influence, with modernized, streamlined and simplified detailing. The architecture of the commercial buildings is in keeping with the urban location of the development featuring warehouse and industrial influences on structures with expansive storefronts allowing views into the buildings. A plaza with outdoor seating will provide ample queuing from the building entry to the sidewalk zone and parking areas. New retail offerings will provide greater opportunity for residents of both the Redevelopment Site and other nearby neighborhoods to walk or bike to shopping and dining, as well as create a destination for shopping, dining, and recreation on the east side of Downtown.

McCALL CAPITAL

A. STATEMENT OF INTENT

1.0 INTRODUCTION

This statement of intent is to describe in detail the proposed mixed-use development of a ±12.79-acre site located at the intersection of N. Pleasantburg Drive (SC 291), Laurens Road (US 276), Airport Road (S-23-558) and Swamp Rabbit Trail (the "Redevelopment Site"). The total site includes multiple parcels, as identified on the following Tax Sheets:

Parcel ID	*Existing Zoning*	*Acreage*
0256000600100	C-3	7.006
0256000600101	C-3	1.846
0256000600102	C-3	1.308
0256000601201	C-3	1.740
0256000600200	C-3	0.890

The properties comprising the Redevelopment Site are owned by Enclave Laurens, LLC and Laurens 24, LLC, each a subsidiary of McCall Capital, LLC, the Developer/Sponsor of the project. McCall Capital is a real estate development and capital investment firm headquartered in Greenville with extensive experience in developing, capitalizing, and investing in real estate properties in Greenville, the Carolina's, and Southeastern United States.

The Redevelopment Site is located at the intersection of two commercial corridors and is part of the redevelopment corridor along the planned Swamp Rabbit Trail ("SRT") greenway extension connecting downtown and the CU-ICAR campus.

The proposed Redevelopment Site is intended to be an integrated mixed-use development with multi-family residential (apartments and/or condominiums), hotel, office, retail, and restaurant development offerings. The Planned Development District (PD) Regulating Plan submitted in conjunction with this Statement of Intent indicates approximately:

Up to 400 multifamily residential dwelling units (apartments and/or condominiums)
Up to 88,000 square feet of commercial space (restaurant / retail / office)
Up to 125-room hotel or up to 60,000 square feet of additional office space
Note, Maximum Building Height of all proposed buildings/uses not to exceed 100 feet

The Redevelopment Site will be connected through an internal street network, bicycle and pedestrian pathways, plaza areas, and open space. A Planned Development District (PD) zoning classification is required to allow for innovative and creative design techniques incorporating multiple product uses, and flexibility in density, building heights and setbacks, parking requirements, and open space incorporation.

There will be a master agreement amongst the various uses to govern and delineate the responsibilities and allocations of expenses and cost to operate and maintain the shared common areas and infrastructure of the planned development.

2.0 EXISTING ZONING AND SITE CONDITIONS

The Redevelopment Site currently has a C-3 (regional commercial district) zoning classification. The Redevelopment Site currently exists as a vacant site consisting of abandoned surface parking lot(s), building pads, and site laydown areas with miscellaneous site pads associated with the former developments. Vegetation consists of existing parking island trees, scattered brush along the edges of the property, and established trees to the north and east. Adjacent zoning classifications consist of C-3 (regional commercial district), S-1 (service district), and RM-1 (single-family and multifamily residential district). The only abutting zoning classification is S-1 (service district).

The property is in the Greenville County School District and currently zoned for Sara Collins Elementary School, Beck International Academy Middle School and J.L. Mann Senior High School. The school district has confirmed these assignments and service of the proposed redevelopment.

3.0 TRANSPORTATION, DRAINAGE, AND UTILITIES

The Redevelopment Site fronts on Laurens Road and has direct access to Airport Road via a full access main entry drive and N. Pleasantburg Drive on-ramp via a proposed right-in/right-out. Parking will be provided internally via on-street, surface parking, and structured parking. Additionally, the combination of uses proposed in the development complement one another to reduce the parking demand during peak hours (i.e., office and commercial use parking demands are highest during normal business hours whereas parking demand for residential uses is highest after normal business hours).

Public transit opportunities will be offered with a potential future Greenlink bus stop centrally located within the site. Ridesharing (i.e., Uber and Lyft) will also be accommodated with a safe and convenient internal drop-off location.

Sanitary sewer service is provided by The City of Greenville and ReWa via a new upgraded sanitary sewer line constructed by McCall Capital on behalf of The City of Greenville. The Greenville Water System provides water service. Piedmont Natural Gas provides natural gas service. Duke Energy provides electric power to serve the site. The City of Greenville presently provides essential services such as fire protection and police protection. Discussions have been held with the providers regarding these services and their ability to continue to serve the Redevelopment Site has been confirmed.

The storm sewer system will be designed to meet or exceed local, state, and federal regulations involving storm flow, siltation, and erosion control. No part of the Redevelopment Site lies within designated flood zones or delineated wetlands. All parcels are currently developed with significant impervious surfaces. A large portion of the anticipated drainage runoff generated from the proposed Redevelopment Site will be equal to or less than the drainage runoff from the previous facilities. At this time, it is anticipated that stormwater will be handled predominately through underground detention systems.

4.0 DEVELOPMENT SCHEDULE

The Redevelopment Site will be developed in multiple phases with the intent of offering the Developer/Sponsor flexibility in terms of sequence and timing in constructing the various phases and uses. The master development of the sitework and infrastructure will occur initially. Temporary surface parking will be provided, as needed, to support the initial phase(s) of development until full build-out and structured parking is completed. A Final Development Plan will be provided to City Staff for review and compliance with the PD Regulating Plan as part of this PD application.

The projected timeline for construction of the various phases and uses is estimated as follows (subject to market conditions, financing via the capital markets, and other key factors):

- Start construction of master development of the sitework and infrastructure, along with Phase I MF Residential, by Q3 2022 with an estimated completion date of Q3 2024
- Start construction of Phase III MF Residential by Q3 2023 with an estimated completion date of Q1 2025
- Start construction of PH II Buildings A, B and C by Q2 2024 with an estimated completion date of Q4 2025

5.0 DEVELOPMENT CONCEPT

The proposed Redevelopment Site will enhance and create a neighborhood village destination along the planned SRT greenway corridor. Commercial and residential uses will be placed along the streets and fronting the future Swamp Rabbit Trail Extension to help fully activate the public realm. To accommodate the desired future development, existing remaining parking, buildings, and site elements will be removed.

Multifamily Residential and/or Hotel – Phase I and Phase III

Phase I and Phase III of the project will consist of Multifamily Residential (apartments and/or condominiums) not to exceed 400 MF dwelling units at full build-out, and will include the flexibility of building hospitality up to 125 rooms/keys. The Developer/Sponsor requests flexibility to develop Phase I and Phase III Multifamily Residential in either one or two phases, comprised of multiple structures. As an example, the Developer/Sponsor would like the flexibility to develop Phase I and Phase III Multifamily Residential (including structured parking) plus Phase II structured parking in one phase. It is anticipated that Phase I will consist of the initial structure, associated amenities (including a connection to the future Swamp Rabbit Trail extension), Trailside Terrace commercial, and all necessary transportation facilities for access and circulation (including the main entry drive and access to/from Pleasantburg Dr.) It is anticipated that trash, deliveries, and other service activities will occur at a designated location at coordinated times within the parking structures.

The architecture of the residential buildings will continue the narrative of factory and industrial influence, with modernized, streamlined, and simplified detailing. Similar exterior materials shall be employed (brick, cementitious, metal) along with a mixture of storefront and residential doors and windows. In the spirit of industrial/modern architecture, a subdued color palette with warm accent materials and minimalist detailing will articulate the facades.

Architecture design standards will be generally consistent with city design guidelines and will meet or exceed the multifamily residential development standards set forth in Section 19-6.8 of the City's Code of Ordinances. The proposed building heights will not exceed 100 feet, as per building height definition in section 19-5 of the City of Greenville Ordinances. The Trailside Terrace commercial space is intended to consist of small shops fronting the future Swamp Rabbit Trail Extension which creatively utilize the grade differential from the Multifamily pool deck down to the trail. A local comparable example is Riverplace in Downtown Greenville; similar retail spaces are common along the Beltline in Atlanta. Since the majority of patrons will access the Trailside Terrace commercial space via the Swamp Rabbit Trail, vehicular spaces have not been dedicated to this use.

Hotel, Office, or Multifamily Residential – Phase II, Building A

As the anchor for Phase II, Building A will either be a hotel, an office building, or a multifamily residential building which incorporates structured parking. The ultimate use for this building will be determined based upon market conditions. Depending on the ultimate use, the building will either include hospitality up to 125 rooms/keys, up to 60,000 SF of additional office space, or up to 120 MF dwelling units. In all instances, structured parking will be connected to the building. It is anticipated that trash, deliveries, and other service activities will occur at a designated location which will be screened to blend harmoniously within the development.

In either scenario, the architectural intent will be to develop a street facing elevation that engages N. Pleasantburg Drive with architectural screening of the deck or habitable structure. The exhibits included herein illustrate the conceptual aesthetic.

Architecture design standards will be generally consistent with city design guidelines and will meet or exceed design standards for nonresidential development set forth in Section 19-6.5 of the City's Code of Ordinances. Regardless of the ultimate use, the proposed building heights will not exceed 100 feet, as per building height

definition in section 19-5 of the City of Greenville Ordinances.

Commercial (Restaurant / Retail / Office) – Phase II, Buildings B & C

This phase of the project will contain up to up to 80,000 SF of commercial space located within multiple buildings strategically located at the intersection of Pleasantburg/Laurens Road and Airport Road. This space will be a blend of restaurant, retail, and office uses as dictated by market conditions. The type of restaurant / retail uses envisioned for the project consist of supporting neighborhood retail shops and sit-down restaurants with indoor and outdoor café style seating. These may include restaurants and small markets (such as Dean & DeLuca, niche grocery, and the Swamp Rabbit Grocery), salons, and boutique retail shops. The proposed building heights will not exceed 100 feet, as per building height definition in section 19-5 of the City of Greenville Ordinances. Proposed retail sales and services uses will generally follow C-3 permitted uses found in Table 19-4.1-2: Table of Uses in the City's Code of Ordinances. Hours of operation shall be consistent with those outlined in the table of permitted uses.

These buildings are strategically positioned at the intersection of Pleasantburg/ Laurens Road and Airport Road to help anchor the gateway into downtown and to visually enhance the commercial corridor. Parking will generally be handled through structured parking, but a small amount of surface parking will be placed internal to the site. However, during construction of Phase I, temporary surface parking may be in the area of future Phase III for Phase I residents and/or guests in the event Phase III is not constructed in conjunction with Phase I. It is anticipated that trash, deliveries, and other service activities will occur at a designated location which will be screened to blend harmoniously within the development.

The architecture of the commercial buildings (Phase II) is in keeping with the urban location of the development featuring warehouse and industrial influences on structures with expansive storefronts allowing views into the buildings. Extensive use of brick will distinguish the building's exterior while the use of metal and cementitious cladding, unique detailing, and pedestrian friendly fixtures will serve to visually articulate the façade and activate the streetscape. Upper floors will continue this vocabulary, providing appropriate scale and massing. A plaza with outdoor seating will provide ample queuing from the building entry to the sidewalk zone and parking areas. Service access will be provided adjacent to the parking within the site's interior. Ridesharing (i.e., Uber and Lyft) will also be accommodated with a safe and convenient internal drop-off location near the plaza.

Architecture design standards will be generally consistent with City downtown design guidelines and will meet or exceed the nonresidential development standards set forth in Section 19-6.5 of the City's Code of Ordinances.

Landscape

Enhanced streetscape improvements will be included to create an aesthetically pleasing and safe streetscape for all users. While not technically located within the Downtown area, the streetscape will try to adhere to the spirit of the Greenville Downtown Design Guidelines and create an inviting and active pedestrian realm. Along Airport Rd. and Laurens Rd., a commercial corridor streetscape will include a 5' building transition zone, an 8' sidewalk zone, and a 6' planting zone. These spatial allocations which contribute to enhancing the public realm are also consistent with the Swamp Rabbit Trail Extension Master Plan. Along the N. Pleasantburg Dr. on-ramp, the existing 5' sidewalk will be removed and replaced with a 10' building transition zone, 6' sidewalk zone, and 5' planting zone which will create a much-improved public realm and more inviting streetscape.

Landscape and outdoor finishes at the commercial space will form an urban plaza at the entrance to the site, and will include street trees, site furnishings, pavers or other decorative paving, and pedestrian-scale outdoor lighting. A wide pedestrian cut-through will be provided between the two commercial buildings (Buildings B & C) at the corner of Airport Rd. and Pleasantburg/Laurens Rd. This space will be human scaled and inviting to accommodate pedestrian ingress/egress and provide an intimate environment for other pedestrian-oriented

activities.

Residential and hotel / office area landscaping will consist of street trees, outdoor lighting to match the surrounding residential streetscape, and foundation plantings at the units. Landscape and hardscape will be strategically used in conjunction with the building architecture to create an inviting, active, comfortable, and safe public realm. Buffers will be provided where needed to separate incompatible uses and screen undesired views. Buffers may consist of opaque, evergreen vegetation at minimum height of 6' at time of planting, opaque fencing or walls, 'living' fences, or any combination thereof.

Parking areas will be planted to meet City requirements, and emphasis will be placed on adding canopy trees to break up parking areas and reduce the urban heat island effect. Canopy tree plantings shall be diverse in nature and a mixture of native/naturalized species shall be used. Trees and landscaping will be planted along the main entry road to create a boulevard that is comfortable and functional to motorists, bicyclist, and pedestrians alike.

Sited strategically within the development will be designed open spaces that will act as passive park spaces. These locations will remain under the control and maintenance of the owner for the use and enjoyment of the residents living on-site, hotel guests / office tenants, and customers of the various commercial uses. In addition, improvements to the spaces may include benches, pathways, fencing and other passive elements that will help to improve the use and enjoyment of these spaces. The main entry into the site from Airport Rd. will serve as a "Main Street" for the development. The incorporation of green infrastructure, pedestrian plazas, and bicycle / pedestrian facilities will allow this area to serve both functionally and as a user amenity. The development will also be closely tied to the future Swamp Rabbit Trail. A multi-use trail connection is proposed which allows the "Main Street" to serve as a truly multi-modal connection to the residential and commercial areas, the Laurens Road / Airport Road corridor, and beyond. A transition zone from the new trail to the Redevelopment Site offers a unique opportunity for a potential future public / private partnership to provide an enhanced trail connection such that the site becomes a well-integrated amenity to the trail and vice versa.

All landscaping will meet or exceed the City requirements set forth in Section 19-6.2 of the City of Greenville ordinances.

Signage

The Redevelopment Site is strategically located in a prominent, highly visible location which presents a tremendous marketing opportunity to showcase Enclave Laurens. The Developer will design and propose a comprehensive signage package to fully capture these marketing opportunities with a balance of tasteful quality design, and strategic placement of signs which are aesthetically pleasing, scaled appropriately, and integrated nicely with the surrounding buildings and landscape. It is anticipated that various signage types identifying the Redevelopment Site will be placed in several key locations to effectively market Enclave Laurens along N. Pleasantburg Drive, Laurens Road, and Airport Road, as well as the SRT greenway and internally within the community. All signage shall conform to the signage standards set forth in section 19-6.6 of the City of Greenville Ordinances.

Affordable Housing

The Developer/Sponsor will reserve up to 10% of the for-rent MF apartment units to be built within Enclave Laurens as affordable, income-restricted housing for residents earning up to 80% of Area Median Income in accordance with the guidelines outlined in the City of Greenville's Comprehensive Plan DECEMBER 2020 ("GVL2040".) Such affordable housing units will be professionally leased and managed in a manner consistent with the development's market-rate units and in accordance with applicable rules and law.

AERIAL RENDERING LOOKING NORTH

SA studio ARCHITECTS

ENCLAVE LAURENS

GREENVILLE, SC

OCTOBER 12, 2021

McCALL CAPITAL

STREET LEVEL at PLEASANTBURG AND AIRPORT

S|A studio ARCHITECTS

ENCLAVE LAURENS

GREENVILLE, SC

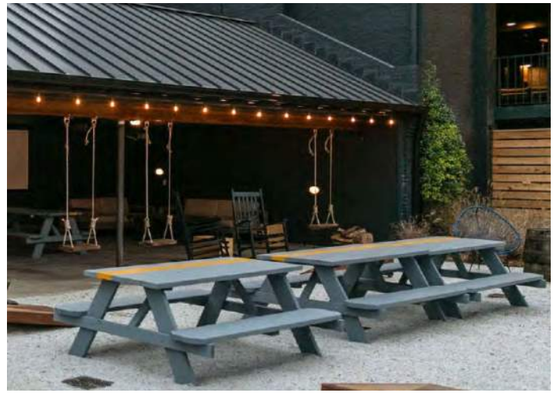
OCTOBER 12, 2021

McCALL CAPITAL


SOUTHSIDE LOFTS


CONFLUX BREWING CO

CHARACTER IMAGERY



ENCLAVE LAURENS

GREENVILLE, SC

OCTOBER 12, 2021

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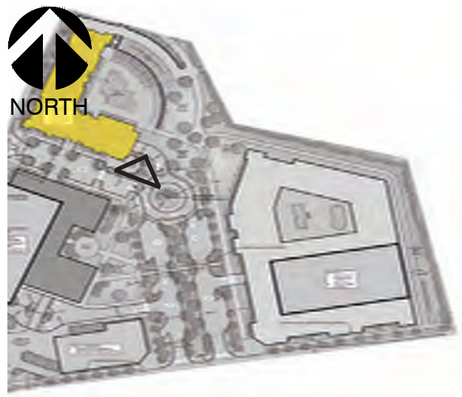

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ENCLAVE LAURENS

GREENVILLE, SC

OCTOBER 12, 2021

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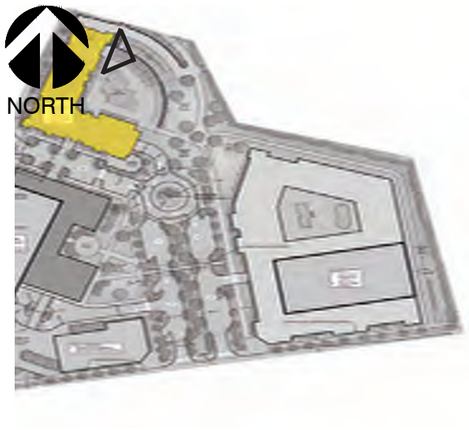

S|A studio ARCHITECTS

ENCLAVE LAURENS

GREENVILLE, SC

OCTOBER 12, 2021

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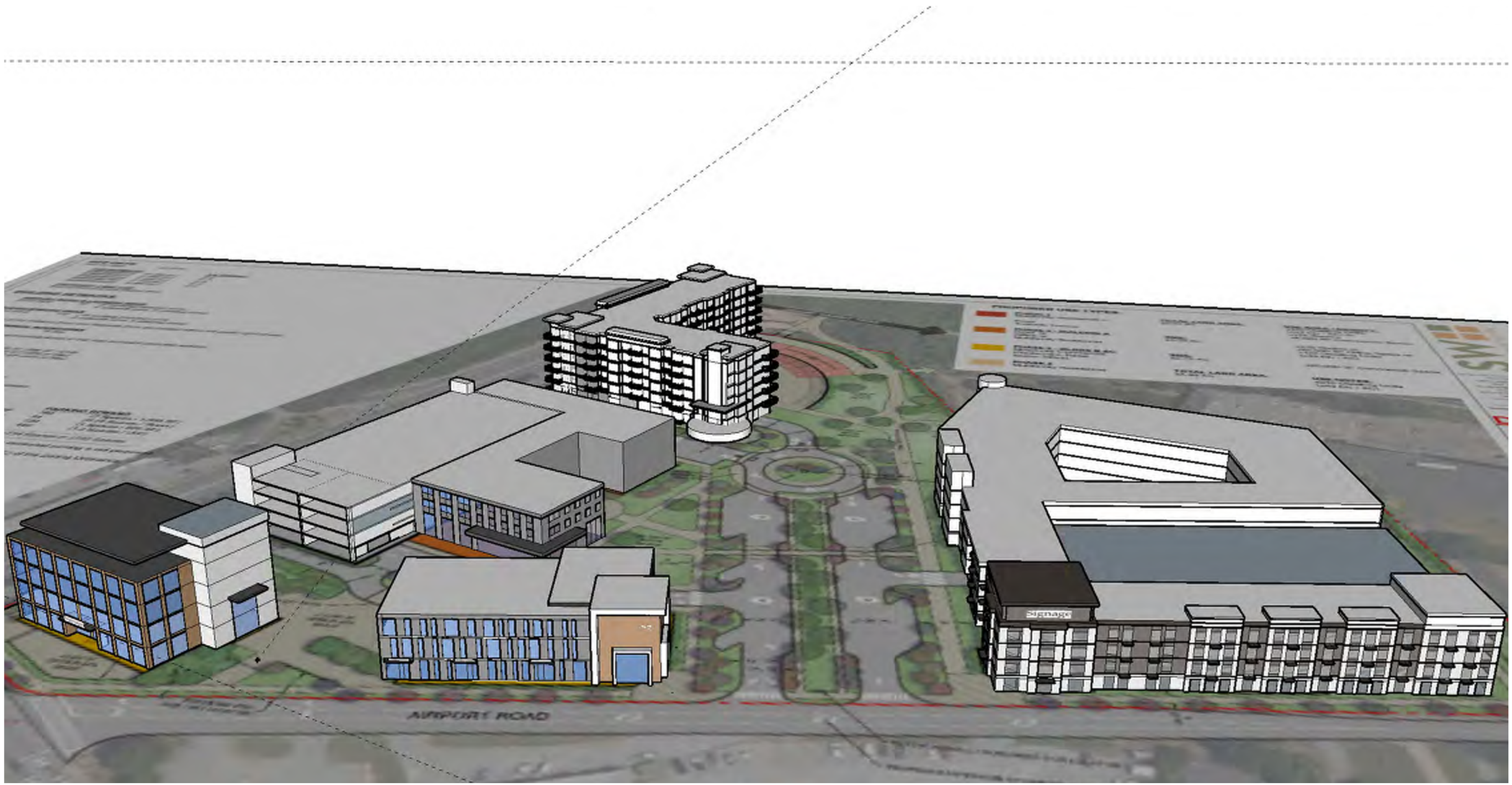
AIRPORT ROAD

SA studio ARCHITECTS

ENCLAVE LAURENS

GREENVILLE, SC

OCTOBER 12, 2021

McCALL CAPITAL

S|A studio ARCHITECTS

ENCLAVE LAURENS

GREENVILLE, SC

OCTOBER 12, 2021

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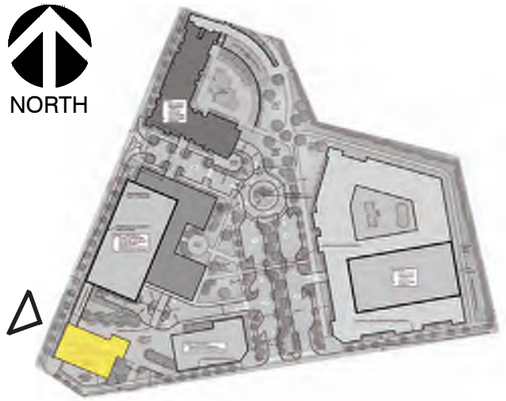

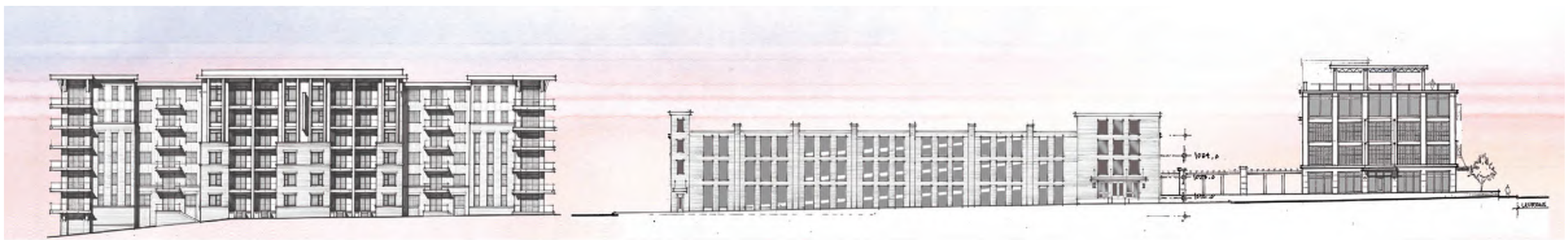

SA studio ARCHITECTS

ENCLAVE LAURENS

GREENVILLE, SC

OCTOBER 12, 2021

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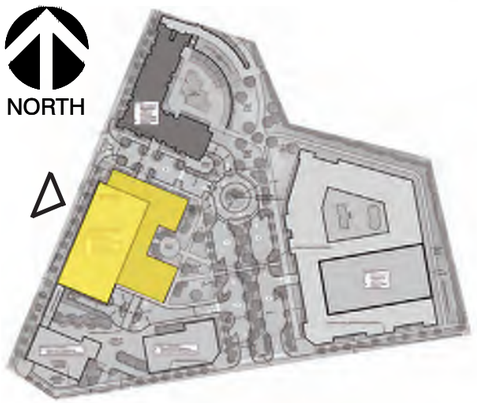
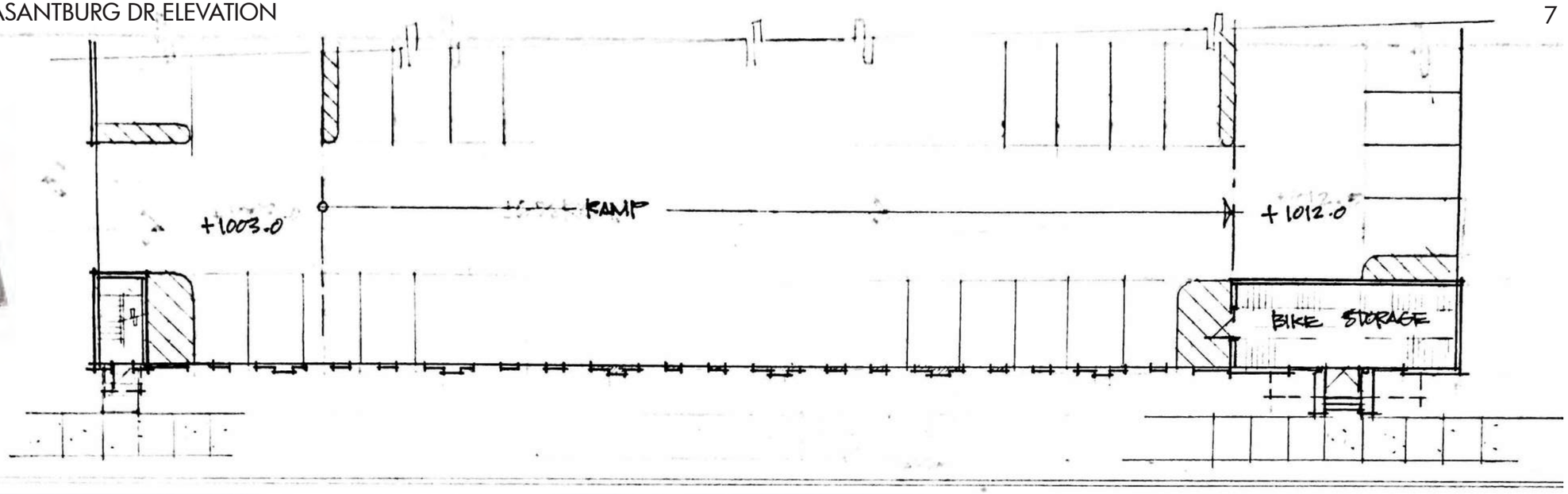
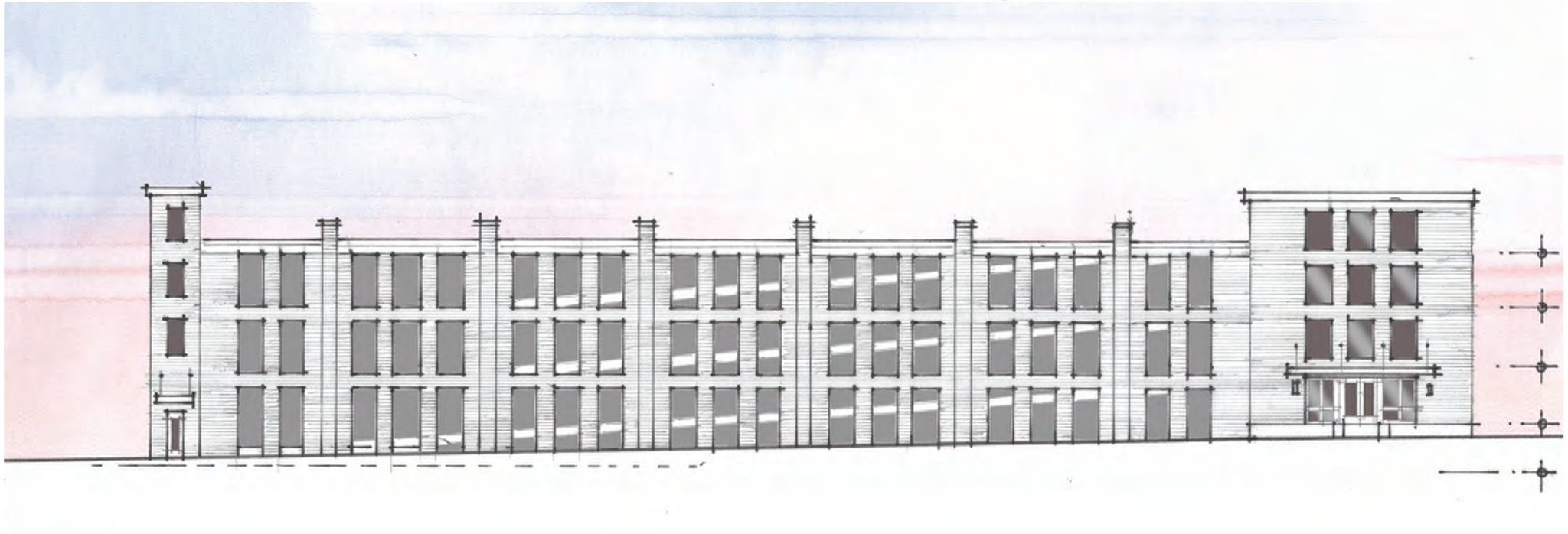






ENCLAVE LAURENS

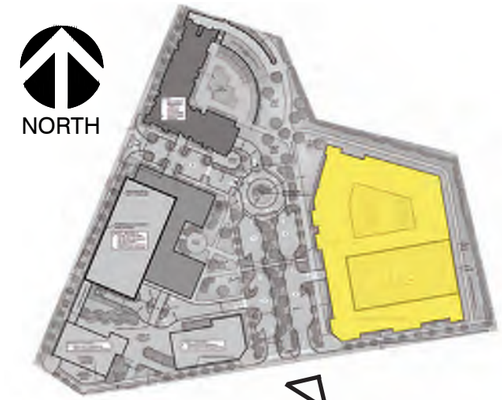
GREENVILLE, SC

OCTOBER 12, 2021

S|A studio ARCHITECTS

McCALL CAPITAL

PHASE III CONCEPTUAL MASSING ELEVATION



S|A studio ARCHITECTS

ENCLAVE LAURENS

GREENVILLE, SC

OCTOBER 12, 2021

McCALL CAPITAL

VIEW LOOKING NORTH ALONG ENTRY DRIVE FROM AIRPORT ROAD

VIEW LOOKING SOUTH FROM SWAMP RABBIT TRAIL EXTENSION INTO THE SITE

VIEW LOOKING NORTH BETWEEN PHASE II BUILDINGS FROM AIRPORT ROAD

VIEW OF OUTDOOR PLAZA SPACE AT PHASE II BUILDINGS

SEAMONWHITESIDE
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980.312.5450
WWW.SEAMONWHITESIDE.COM

SOUTH CAROLINA
SEAMON, WHITESIDE & ASSOCIATES, INC.
No. C00472
CERTIFICATE OF AUTHORIZATION

ENCLAVE LAURENS
MIXED USE DEVELOPMENT
IN
CITY OF GREENVILLE, SOUTH CAROLINA

SW+ PROJECT:	3150
DATE:	10/13/21
DRAWN BY:	NM
CHECKED BY:	CW

REVISION HISTORY

CONCEPTUAL SITE RENDERINGS

McCALL CAPITAL

SA studio ARCHITECTS

PLOTTED:10/11/2021 9:47 AM, BY: Nick Myers S:\SR3150\VREF\SR3150 xSite.dwg

501 WANDO PARK BOULEVARD, SUITE 200 | MOUNT PLEASANT, SC 29464 | 508 RHETT STREET, SUITE 101 | GREENVILLE, SC 29601

SITE DATA:

Total Acreage: 12.79 Ac.

TMS NUMBERS:		EX ZONING:
0256000600100	(7.006 Ac.)	C-3
0256000600101	(1.846 Ac.)	C-3
0256000600102	(1.308 Ac.)	C-3
0256000601201	(1.740 Ac.)	C-3
0256000600200	(0.890 Ac.)	C-3

PROPOSED LAND USE:
Planned Development District (PD)

BUILDING SETBACKS:

AIRPORT ROAD & LAURENS ROAD
Front Yard: 19' (5' building transition zone, 8' sidewalk zone, 6' planting zone)

PLEASANTBURG DRIVE
Front Yard: *15' (10' building transition zone, 6' sidewalk zone, 5' planting zone)

*Portions of the Planting Zone and Sidewalk Zone are located within the public right-of-way.

OTHER EXTERNAL BOUNDARIES
Side / Rear: *5' Min

*Trailside Terrace and connection(s) to trail may encroach upon this setback.

OPEN SPACE:

Required by Ordinance: ±96,000 SF (200 SF / Unit)
Required by GVL2040: ±195,000 SF (35% of Site)
Provided: *±205,191 SF (37% of Site)

*Not including multifamily balconies

IMPERVIOUS AREAS:

Predevelopment Impervious Area: ±4.45 Ac.
Postdevelopment Impervious Area: ±9.20 Ac.
Net Impervious Area: ±4.75 Ac. Increase

PARKING REQUIRED:

USE	SIZE:	PARKING DEMAND:	
Commercial (Office / Retail / Restaurant)	±*80,000 SF	160	(2 Spaces / 1,000 SF)
Hotel or	±125 Rooms	94	(0.75 Spaces / Room)
Office	±60,000 SF	120	(1 Spaces / 500 SF)
Multifamily	±400 Units	480	(1.2 Spaces / Unit)
TOTAL PARKING REQUIRED:		±734 Spaces or ±760 Spaces	

*80,000 SF does not include ±8,000 SF of Trailside Terrace for which dedicated parking is not proposed.

Bicycle parking to meet or exceed the requirements of Section 19-6.1.3.(C) of the Zoning Ordinance.

PARKING PROVIDED:

TOTAL PARKING PROVIDED: ±760 Spaces

Surface Parking: 65 Spaces
Structured Garage: ±695 Spaces

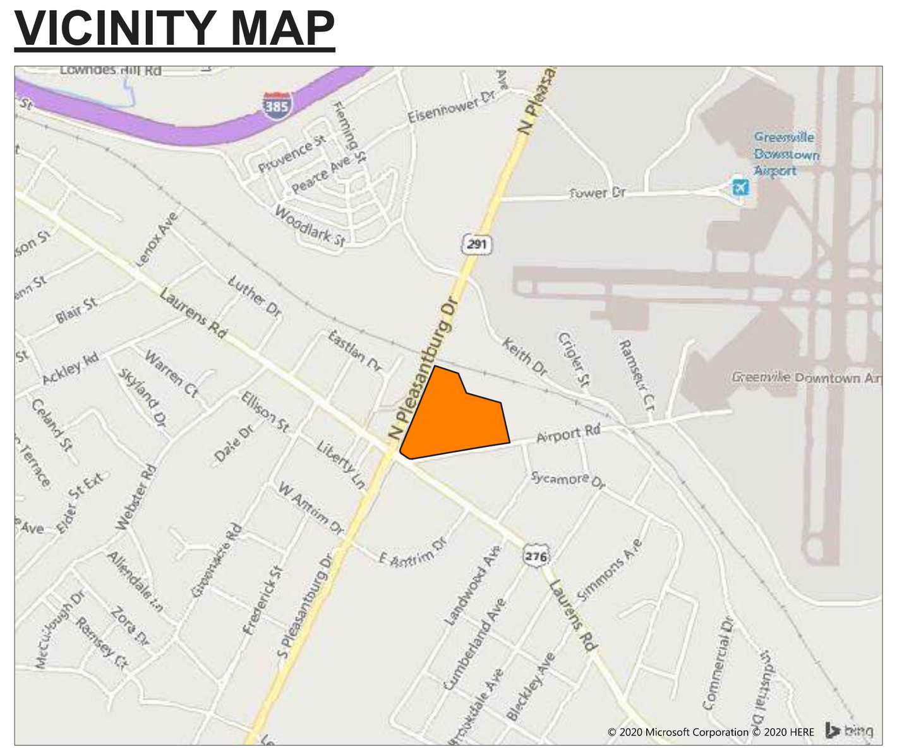
BICYCLE PARKING:

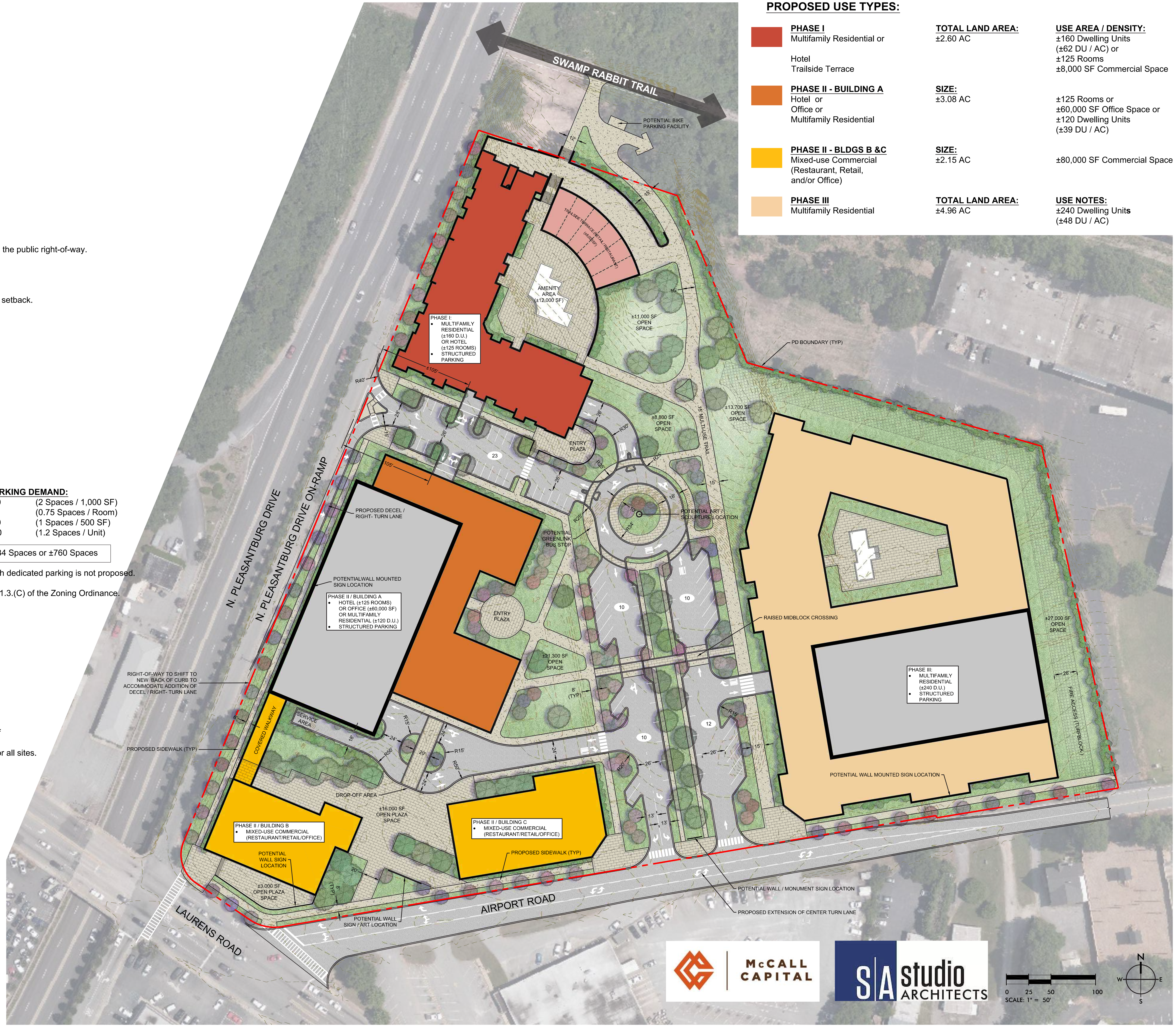
Required: ±17 Spaces
Proposed: Bicycle parking will meet or exceed the requirements of Section 19-6.1.3.(C) of the Zoning Ordinance. At least two bicycle parking spaces shall be provided for all sites.

BUILDING HEIGHTS:

USE	HEIGHT
All Proposed Uses/Buildings	100' Max

VICINITY MAP





PROPOSED USE TYPES:

	TOTAL LAND AREA / SIZE	USE AREA / DENSITY
PHASE I Multifamily Residential or Hotel Trailside Terrace	TOTAL LAND AREA: ±2.60 AC	±160 Dwelling Units (±62 DU / AC) or ±125 Rooms ±8,000 SF Commercial Space
PHASE II - BUILDING A Hotel or Office or Multifamily Residential	SIZE: ±3.08 AC	±125 Rooms or ±60,000 SF Office Space or ±120 Dwelling Units (±39 DU / AC)
PHASE II - BLDGS B &C Mixed-use Commercial (Restaurant, Retail, and/or Office)	SIZE: ±2.15 AC	±80,000 SF Commercial Space
PHASE III Multifamily Residential	TOTAL LAND AREA: ±4.96 AC	USE NOTES: ±240 Dwelling Units (±48 DU / AC)

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SUMMERVILLE, SC 843.972.0710
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CHARLOTTE, NC 980.312.5450
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SOUTH CAROLINA SEAMON, WHITESIDE & ASSOCIATES, INC. No. C00472 CERTIFICATE OF AUTHORIZATION

McCALL CAPITAL

S|A studio ARCHITECTS

ENCLAVE LAURENS MIXED USE DEVELOPMENT

IN

CITY OF GREENVILLE, SOUTH CAROLINA

SW+ PROJECT: 3150
DATE: 10/15/21
DRAWN BY: NM
CHECKED BY: CW

REVISION HISTORY

PD REGULATING PLAN

501 WANDO PARK BOULEVARD, SUITE 200 | MOUNT PLEASANT, SC 29464 | 508 RHETT STREET, SUITE 101 | GREENVILLE, SC 29601

TYPOLOGY LEGEND

- STREETSCAPE
- BUFFERS / SCREENING
- COMMERCIAL PLAZAS & LANDSCAPE
- RESIDENTIAL / HOTEL / OFFICE
- OPEN / GREEN SPACE

SEAMONWHITESIDE

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REVISION HISTORY

LANDSCAPE TYPOLOGIES

PLOTTED: 10/15/2021 9:55 AM, BY Nick Myers S:\GR3150\XREF\GR3150 xSite.dwg

STREETSCAPE, BUFFER / SCREENING, & OPEN / GREENSPACE

KEY MAP

SEAMONWHITESIDE

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GREENVILLE, SC
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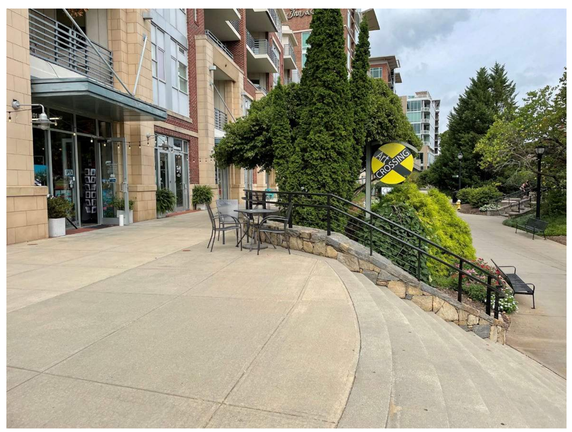
LANDSCAPE TYPOLOGIES

PLOTTED: 10/15/2021 9:55 AM, BY: Nick Myers S:\SR3150\VREF\SR3150 xSite.dwg

RESIDENTIAL / HOTEL / OFFICE



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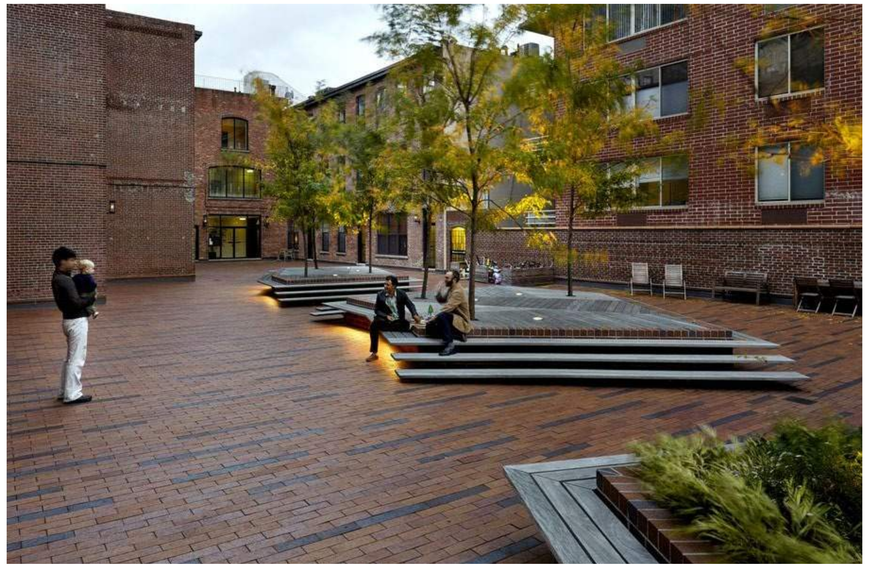
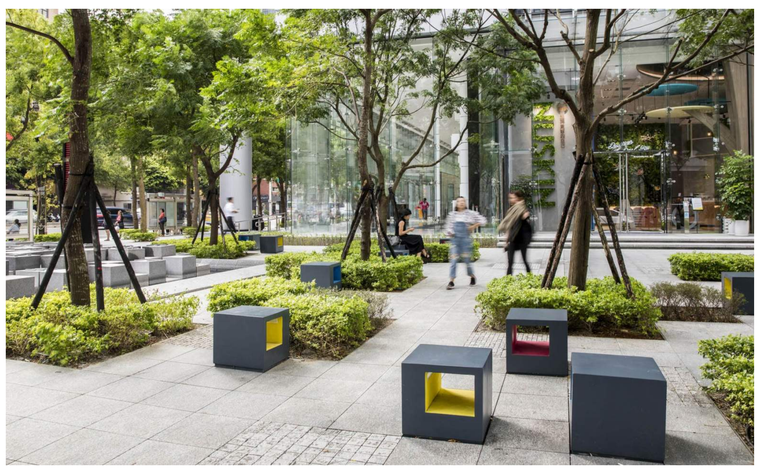
REVISION HISTORY

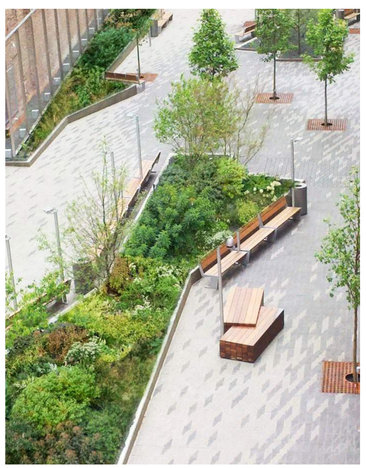
LANDSCAPE TYPOLOGIES

PLOTTED: 10/15/2021 9:55 AM, BY: Nick Myers S:\QR\3150\VREF\QR3150 x50x.dwg

COMMERCIAL PLAZAS & LANDSCAPES







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LANDSCAPE TYPOLOGIES

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GreenvilleWater
407 West Broad Street • P.O. Box 687 Greenville, SC 29602 • 864.241.6155 tel • 864.241.6077 fax • www.greenvillewater.com

October 22, 2020

Seamon Whiteside
Attn: Mr. Will Buice
508 Rhett St., Suite #101
Greenville, SC 29601

Email: wbuice@SeamonWhiteside.com

RE: Tax Map #0256000600101, 0256000600102, & 0256000600100 – Airport Road

Dear Mr. Buice:

Greenville Water owns and maintains a 10-inch water line along Airport Road which is available to serve the properties referenced above in accordance with the Rules and Regulations of Greenville Water. Greenville Water also owns a 16-inch water line along Laurens Road which is available to #0256000600101 in accordance with the Rules and Regulations of Greenville Water.

System improvements may be required at developer's expense depending on final unit/lot count, total water demands or fire flow requirements. A substantially complete set of plans and estimated total domestic and fire demand should be submitted to Greenville Water for review for final capacity determination.

Please see the attached map depicting the existing water lines in the area which has been enclosed for your convenience. Please note that tax map #0256000600101 is currently served by account #803900, and tax map #0256000600100 is currently served by account #803600.

Sincerely,
GREENVILLE WATER

Craig Sollman
Hydraulics Engineer

CS/ci
Enclosure

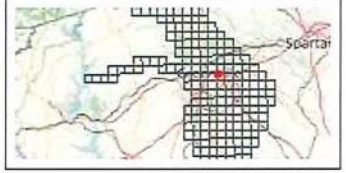
Title

Greenville Water

Legend

- Butterfly Valves
  - Direction Not Known
  - Open Left, CLOSED
  - Open Left, Open
  - Open Right, CLOSED
  - Open Right, Open
- Altitude Valves
- Air Valves
- Blow Off Valves
- Check Valves
- Flow Control Valves
- Fireline Valves
  - Direction Not Known
  - Open Left
  - Open Right
- Hydrant Valves
  - Direction Not Known
  - Open Left

Overview Map



Notes

309 0 154 309

Feet

1: 1,853

N

This map is not an as-built and is for general reference purposes only. Greenville Water expressly disclaims responsibility for damages or liability that may arise from the use of this map.

10/22/2020

October 26, 2020

Re: 1439 Laurens Rd Greenville SC-29607
Tax Map# 0256000600101, 0256000600102, 0256000600100

Mr. Marcus McCall
McCall Capital, LLC
531 S. Main Street, Suite 207
Greenville, SC 29601

In response to your request, natural gas is or can be made available to the above mentioned property in Greenville, South Carolina. Please have business owner contact me with specific natural gas needs (total connected BTU/CFH of natural gas equipment) to determine if any costs are applicable.

If I can be of further assistance to you, please do not hesitate to contact me. I may be reached at (864) 286-7900.

Thank You

PIEDMONT NATURAL GAS

Jay Lester
Commercial Sales
Greenville, South Carolina
(864) 286-7900
(864) 209-6202
Email: jay.lester@duke-energy.com

ReWa
renewable water resources

Public Main Extension Preliminary Capacity Request Form

Form Revision Date 4/13/2016

Project Information

Project Name: Midtown Date: 9/20/19

Engineer (Company): Seamon Whiteside Phone: 864-298-0534

Engineer (Contact): Joe Bryant, PE Signature:

Engineer Address: 508 Rhett Street, Suite 110 Email: jbryant@seamonwhiteside.com

Developer (Company) McCall Capital LLC Phone: 864-370-0037

Developer (Contact): Marcus McCall Email:

Developer Address: 531 S. Main Street, Suite 207, Greenville, SC 29601

Tax Map Numbers for Project: 0256000600-(100)(101)(102)

Proposed Water Resource Recovery Facility: Mauldin Road WWTP

Estimated Total Sewer Flow 119,414 gal/day. Attach Flow Calculations (Average daily flow as calculated using SCDHEC Unit Contributory Loadings)

Connection Type - ☒ Gravity ☐ Force Main Connection Point - ☒ Satellite Sewer MH ☐ ReWa MH

Attach map identifying proposed connection point to existing collection/trunk sewer

Existing flow-653 GPD
New Flow-119,414 GPD-653 GPD=118,761 GPD

Are Multiple Collection Agencies involved? ☐ Yes ☒ No If yes, both agencies will need to fill out the respective portions of the form below.

Ownership, Operation & Maintenance of Collection System will be assigned to City of Greenville

Will there be a new Pump Station associated with this development? ☐ Yes ☒ No

Primary Satellite Sewer Agency Preliminary Approval

Agency Name: City of Greenville

Does capacity appear to be available to serve this project? ☒ Yes ☐ No Approved Connection Point? ☒ Yes ☐ No

Comments: Replaces all previous flow approval. Valid for ~~one year~~ five years. Connection via new main ext. to MH53581. Flow may be ~~reduced~~ to actual construction. 10/1/19

Collection Agency Signature: Date: 9/26/19

Secondary (Transport) Sewer Agency Preliminary Approval

Agency Name:

Does capacity appear to be available to serve this project? ☐ Yes ☐ No

Comments:

Collection Agency Signature: Date:

ReWa Preliminary Approval

☑ ReWa has verified all affected agencies have completed review form ReWa Project No PME2019-171

Does ReWa capacity appear to be available to serve this project? ☒ Yes ☐ No Approved Connection Point? ☒ Yes ☐ No

Is project authorized to move to the Step 2 permitting process? ☒ Yes ☐ No ReWa Pretreatment form attached? ☑ Yes ☐ N/A

Comments:

ReWa Representative: Date 10/04/19

This form does not constitute a permit to connect from ReWa or any sanitary sewer agency, nor is it to be used to obtain building permits from any regulatory agency. In cases where capacity appears available to serve a project, such capacity can neither be guaranteed nor reserved by this preliminary approval. Capacity is allocated on a first come first serve basis during the subsequent ReWa Capacity Approval Process (Step 2). Upon meeting all requirements (plan review and approval, payment of all applicable fees, etc.), ReWa will issue a separate letter for use in obtaining a SCDHEC Permit to Construct. The engineer shall contact the individual Satellite Sewer Agencies involved to determine their policies, procedures, and requirements. Note: Approval is valid for 24 months from the executed date of this document.

October 26, 2020

McCall Capital
Attn: Marcus McCall
531 S. Main St.
Greenville, SC 29601

RE: New Greenville Project

Dear Marcus McCall,

Your new multifamily housing project, located between Laurens Rd and Airport Rd, Greenville SC 29607 with the tax map number #'s 0256000600101, 0256000600102, and 0256000600100 is in Spectrum's footprint for video, internet and voice services. Absent of any unforeseeable adverse circumstances or conditions including any force majeure events outside of Spectrum's control, and upon completion of a mutually agreed upon Service Agreement, Spectrum will be able to extend its plant to provide service to your project.

We will need to work with your representatives on an Access Agreement, for your project. We will need this Agreement executed prior to Spectrum beginning our construction phase for the project.

Not a Binding Obligation. THIS LETTER OF INTENT DOES NOT CONSTITUTE OR CREATE, AND SHALL NOT BE DEEMED TO CONSTITUTE OR CREATE, ANY LEGALLY BINDING OR ENFORCEABLE OBLIGATION ON THE PART OF EITHER PARTY TO THIS LETTER OF INTENT. NO SUCH OBLIGATION SHALL BE CREATED, EXCEPT BY THE EXECUTION AND DELIVERY OF THE ACCESS AGREEMENT CONTAINING SUCH TERMS AND CONDITIONS OF THE PROPOSED TRANSACTIONS AS SHALL BE AGREED UPON BY THE PARTIES, AND THEN ONLY IN ACCORDANCE WITH THE TERMS AND CONDITIONS OF SUCH ACCESS AGREEMENT.

Feel free to contact me if you have any questions.

Sincerely,

Sharon Collins

Sharon Collins | Sr. Account Executive, Spectrum Community Solutions | 864.887-7231
1511 S. Batesville Rd | Greer, SC 29650 | www.charter.com/mdu

TRAFFIC IMPACT AND ACCESS STUDY

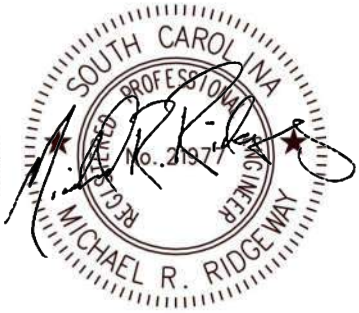
MIDTOWN VILLAGE
GREENVILLE, SC

Prepared for:

MCCALL CAPITAL
531 S. Main Street, Suite 207
Greenville, SC 29061

Prepared by:

RIDGEWAY TRAFFIC CONSULTING, LLC
1720 Dutch Fork Road, Suite F
Irmo, SC 29063



8/26/21

RIDGEWAY
TRAFFIC CONSULTING
803-361-9044

SUBMITTED AUGUST 2021

PROJECT DESCRIPTION & EXISTING CONDITIONS

Ridgeway Traffic Consulting (RTC) has been retained to evaluate the traffic and transportation impacts resulting from the construction/occupancy of a new mixed-use development to be known as Midtown Village which is generally located north of Laurens Road, between Pleasantburg Drive and Airport Road, within the City Limits of Greenville, South Carolina. It should be noted that this project was previously known as Laurens Station and was studied in 2019. This report has been updated for revised densities.

Evaluation of the transportation impacts associated with the proposed project first requires a thorough description and quantification of the proposed project and the project site, which is included in the following sections.

PROJECT DESCRIPTION

The project proposal is to construct a new mixed-use project consisting of multi-family residential, small-scale retail (shops), restaurant space, office space, and a hotel. The project site, which is approximately 12.6-acres in size, is currently unoccupied, but previously was occupied by SCDOT District 3 offices. The following densities are currently proposed:

- 400 Multi-Family Residential Units;
- 30,000 square-feet (sf) of small-scale retail (shops);
- 10,000 sf of restaurant space;
- 40,000 sf of office space; and
- a 125-room hotel.

Access for the development is proposed via one full-movement connection (boulevard with median) to Airport Road, and a restricted connection to the Pleasantburg Drive northbound on-ramp that will by default be limited to right-in/right-out operations due to the one-way operations of the ramp. The access to Airport Road will replace three existing full-movement access drives along this frontage. Specific recommendations regarding each access point are provided in the Mitigation section of this report.

Under the current development plan, the project is anticipated to be constructed and operational by 2024 and therefore a 2025 horizon year has been analyzed for this report (Build PLUS 1 Year). **Figure 1** depicts the site location in relation to the local and regional roadway system. **Figure 2** depicts the development plan as currently proposed.

GEOMETRICS AND TRAFFIC CONTROL

A comprehensive field inventory of the site and study area has been conducted. The field inventory included a collection of geometric data, traffic volumes, and traffic control within the study area. The study area for this project consists of the following intersections:

- Laurens Road at Eastlan Drive/Shoppers Drive;
- Laurens Road at Pleasantburg Drive Northbound Access Ramps; and
- Laurens Road at Airport Road.

N

NOT TO SCALE

Figure 1

SITE LOCATION MAP

Midtown Village: Greenville, SC

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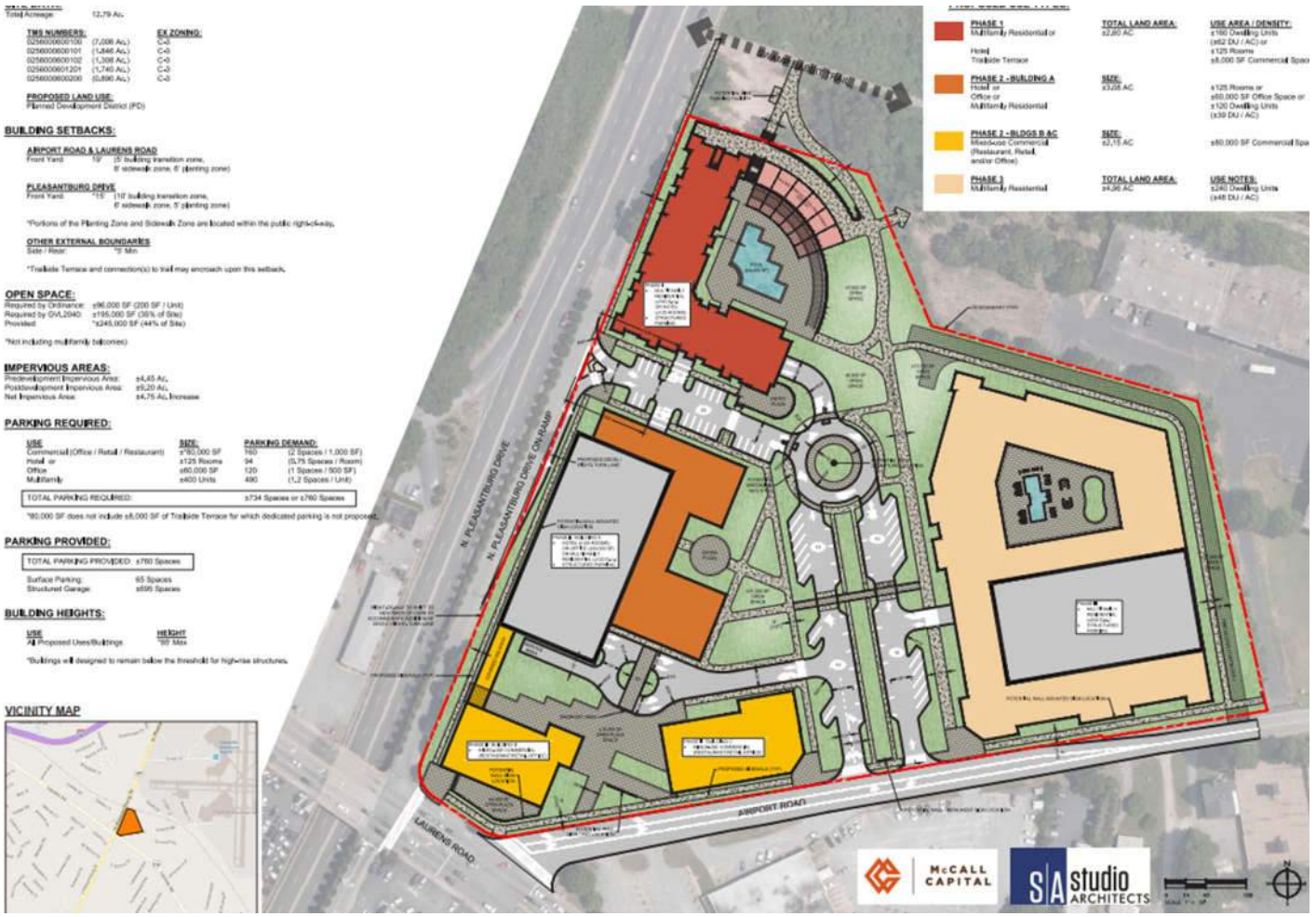


Figure 2

PROPOSED SITE PLAN

Midtown Village: Greenville, SC

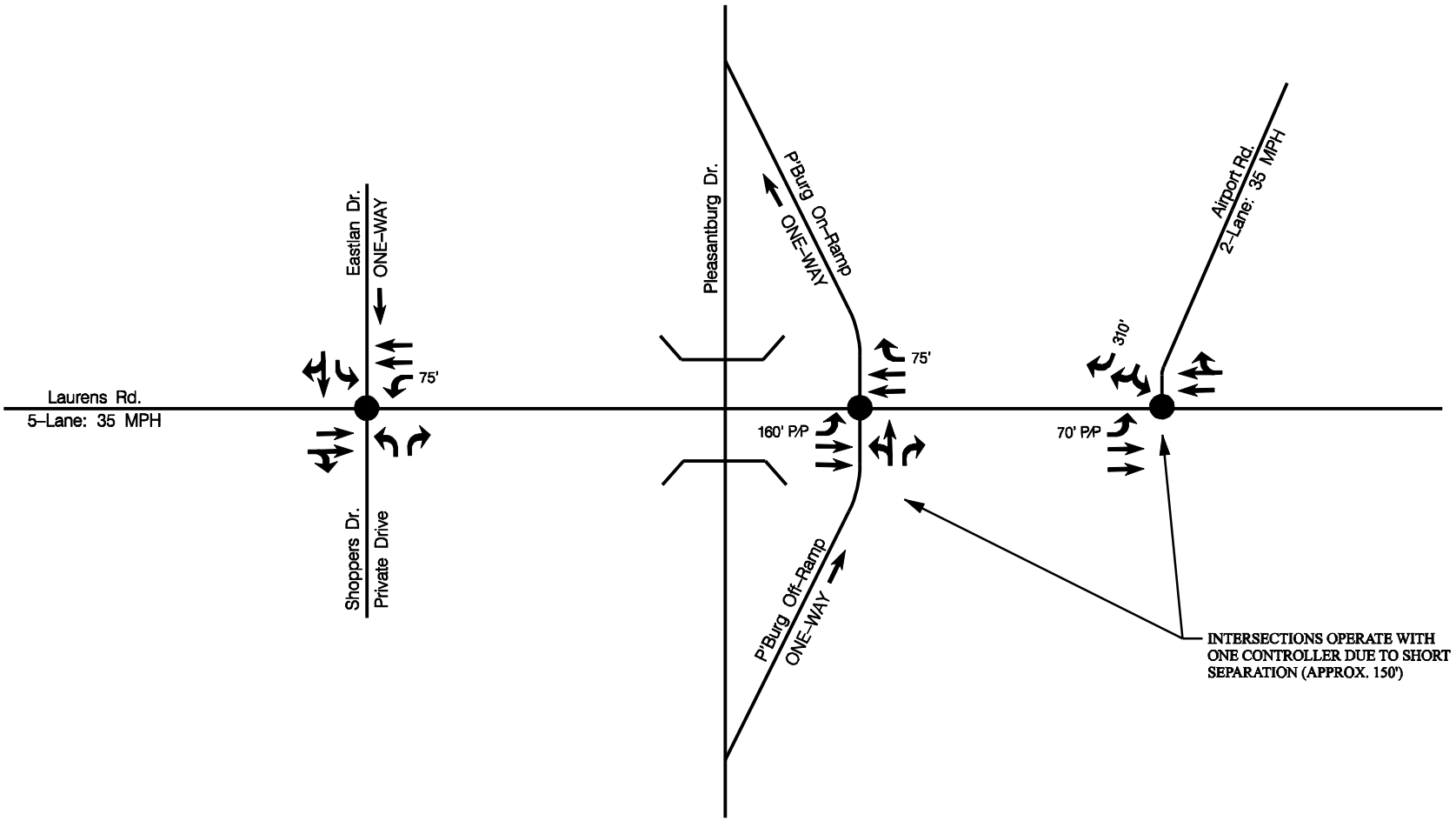
RIDGEWAY TRAFFIC CONSULTING
803-361-9044

The existing lane geometrics and traffic control characteristics for the study area roadways/intersections are graphically depicted in **Figure 3.**

TRAFFIC VOLUMES

In order to determine the existing traffic volume flow patterns within the study area, manual turning movement counts were gathered for the weekday morning (7:00-9:00 AM) and evening (4:00 – 6:00 PM) peak time periods for the study area intersections. Based on discussions with the City of Greenville, counts from the Fall of 2019 have been increased at an annual rate of 3-percent for two years to reflect baseline 2021 Existing Conditions.

The existing baseline (2021) peak-hour traffic flow networks for the weekday AM and PM peak-hour periods are shown graphically in **Figures 4 & 5**. Count data sheets are provided in the Appendix of this report for all intersections.



= Signalized Intersection
= Lane Designation
000' = Storage Length
P/P = PROT./PERM.

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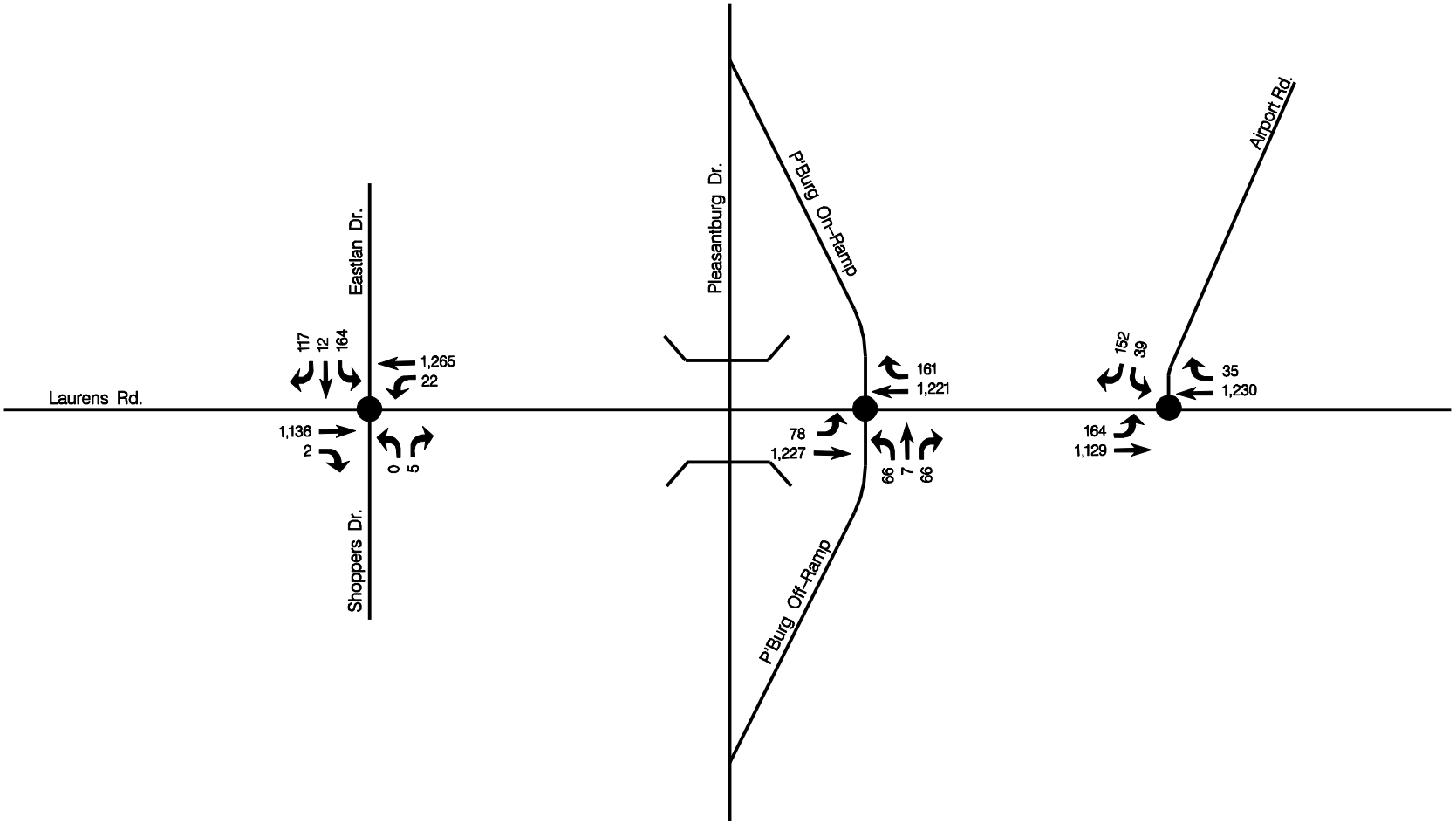
Not To Scale

Figure #3

EXISTING GEOMETRY & TRAFFIC CONTROL

Midtown Village: Greenville, SC

Ridgeway Traffic Consulting



● = Signalized Intersection

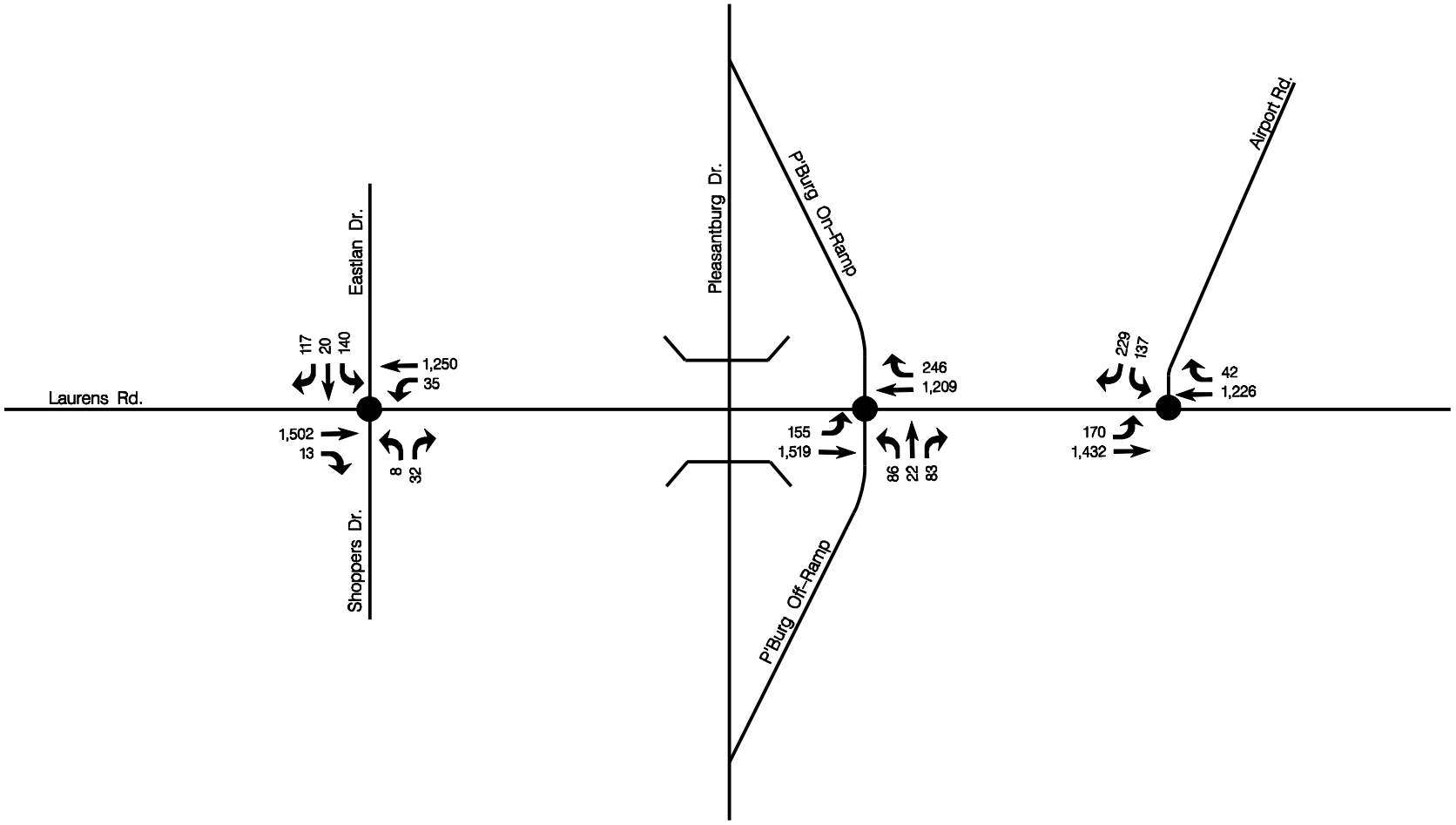
Not To Scale

Figure #4

BASELINE 2021 TRAFFIC VOLUMES
AM PEAK-HOUR

Midtown Village: Greenville, SC

RIDGEWAY TRAFFIC CONSULTING



● = Signalized Intersection

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Not To Scale

Figure #5

BASELINE 2021 TRAFFIC VOLUMES
PM PEAK-HOUR

Midtown Village: Greenville, SC

RIDGEWAY TRAFFIC CONSULTING

PROBABLE IMPACTS OF THE PROJECT

To estimate the impact of site-generated traffic volumes on the roadway network under Future conditions, Existing traffic volumes in the study area were projected to the Year 2025, which is the horizon year analyzed for this report. Traffic volumes on the roadway network at this time will include all existing traffic, any new traffic due to normal traffic growth, and any traffic related to specific developments that are presently approved and expected to be completed by 2025 (in excess of normal traffic volume growth). Consideration of these factors resulted in the development of 2025 No-Build traffic volumes. Anticipated site-generated traffic volumes were then super-imposed upon the 2025 No-Build traffic flow networks to reflect 2025 Build conditions including the proposed development.

BACKGROUND TRAFFIC GROWTH

Traffic growth on area roadways is a function of the expected land development both within the immediate area as well as the surrounding region. Several methods can be used to estimate this growth. A procedure frequently employed identifies the location and type of approved/permitted development. This produces a realistic estimate of growth for local traffic. However, the drawback of this procedure is that the potential growth in population and traffic growth external to the study area would not be accounted for in the traffic projections.

An alternative procedure estimates an annual percentage increase in traffic growth and applies that percentage to all traffic volumes under study. The drawback to such a procedure is that some turning movement volumes may be growing at either a higher or lower rate at particular intersections. To provide a conservative analysis framework, both procedures have been applied.

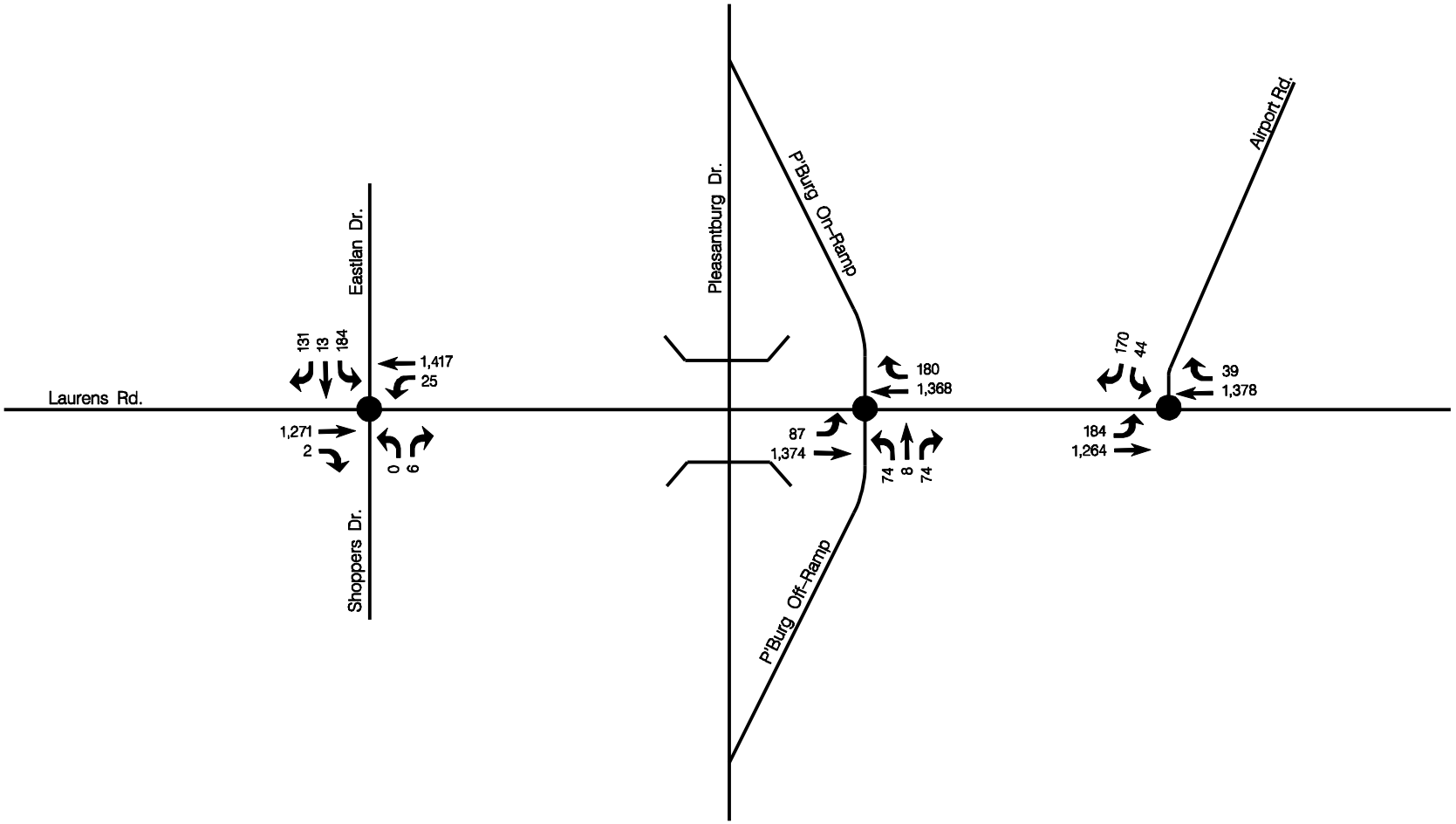
Specific Development

No specific background developments were identified for inclusion in future No-Build traffic volumes.

Annual Growth

A review of historical SCDOT traffic volumes along Laurens Road (Station #165) and Airport Road (Station #758) indicates that traffic growth has been moderate over the past five years of reported data. Growth has been greater along Laurens Road with a 2015 reported volume of 22,000 vpd and a 2019 reported volume of 26,000. Growth has been less along Airport Road with a 2015 reported volume of 3,900 vpd and a 2019 reported volume of 4,100 vpd. Based on averaging of growth rates for both stations, an annual growth rate of 3-percent was developed and utilized for this report.

The anticipated 2025 No-Build AM and PM peak-hour traffic volumes, which include the 3-percent annual growth rate, are graphically depicted in **Figures 6** & **7** for the AM and PM peak hours.



● = Signalized Intersection

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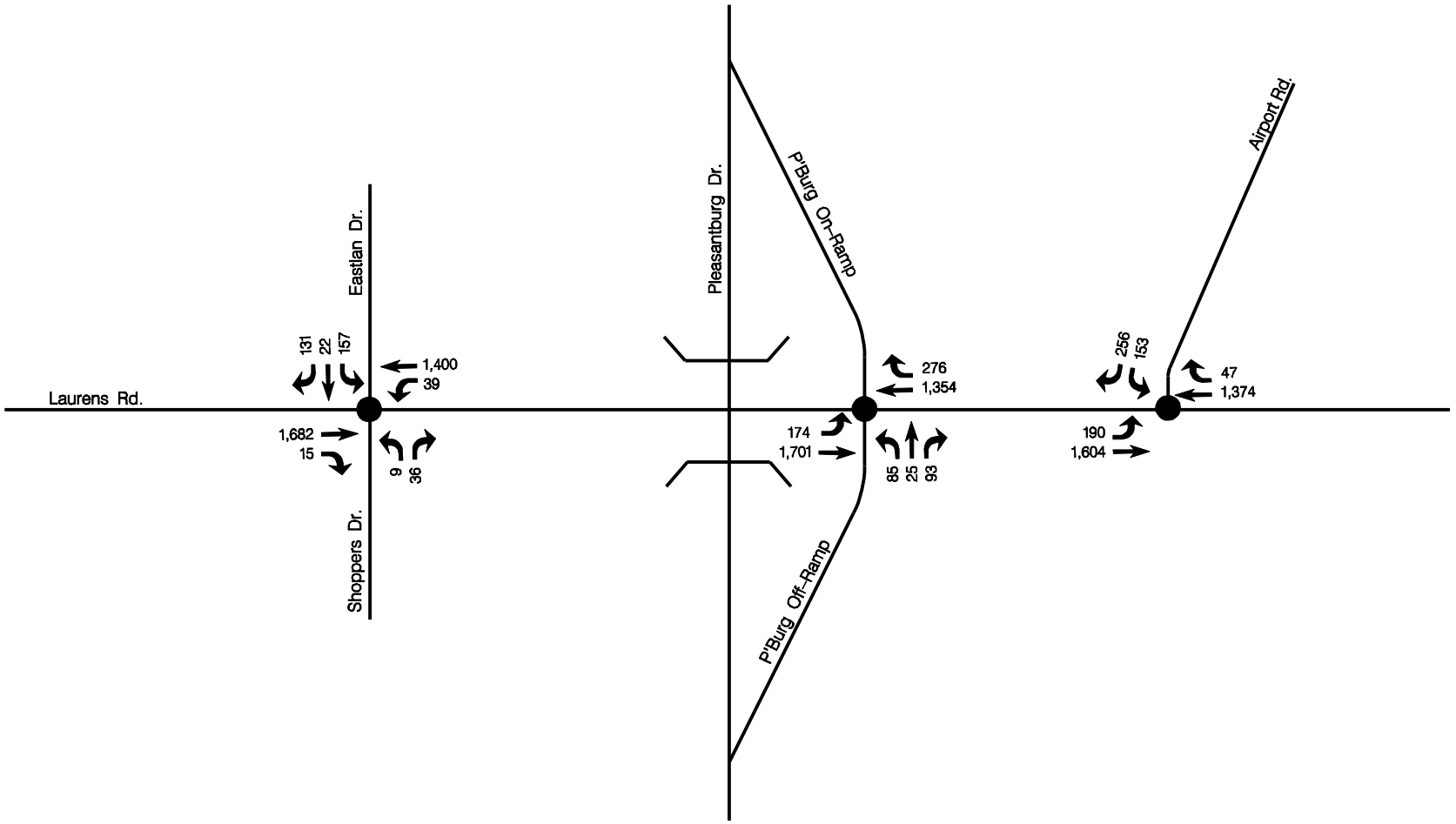
Not To Scale

Figure #6

2025 NO-BUILD TRAFFIC VOLUMES
AM PEAK-HOUR

Midtown Village: Greenville, SC

RIDGEWAY TRAFFIC CONSULTING



● = Signalized Intersection

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Not To Scale

Figure #7

2025 NO-BUILD TRAFFIC VOLUMES
PM PEAK-HOUR

Midtown Village: Greenville, SC

Ridgeway Traffic Consulting

PLANNED ROADWAY IMPROVEMENTS

There are no roadway improvement projects that are anticipated to be completed within the study area by the time the project is expected to be completed.

SITE-GENERATED TRAFFIC

Traffic volumes generated by the development were forecasted using the Tenth Edition of the Institute of Transportation Engineers (ITE) *Trip Generation* Manual[1]. **Table 1** summarizes the anticipated trip generation characteristics for the project.

Table 1
PROJECT TRIP GENERATION SUMMARY[1]
Midtown Village – Greenville, SC

Time Period	Multi-Family Residential 400 Units[2] (a)	30,000 SF Retail/Shops[3] (b)	10,000 SF Restaurant Space[4] (c)	40,000 SF General Office[5] (d)	125 Room Hotel[6] (e)	Total Trips (a+b+c+d+e)	Internal Capture[7] (f)	Total *External* Trips (a+b+c+d+e-f)
AM Peak-Hour								
Enter	34	17	-	40	34	**125**	(9)	**116**
Exit	99	11	-	6	23	**139**	(9)	**130**
Total	133	28	-	46	57	**264**	(18)	**246**
PM Peak-Hour								
Enter	102	55	61	7	35	**260**	(92)	**168**
Exit	66	59	37	39	33	**234**	(92)	**142**
Total	168	114	98	46	68	**494**	(184)	**310**

[1]ITE Trip Generation Manual, Tenth Edition.
[2]ITE Trip Generation Manual - LUC 221 - Multi-Family Housing Mid Rise.
[3]ITE Trip Generation Manual - LUC 820 - Shopping Center. Rate Used due to small square footage.
[4]ITE Trip Generation Manual - LUC 932 - High-Turnover Sit-Down Restaurant. Not open during AM peak.
[5]ITE Trip Generation Manual - LUC 710 - General Office.
[6]ITE Trip Generation Manual - LUC 310 - Hotel.
[7]Internal Capture based on NCHRP 684 Estimation Tool.

As shown, this development as a whole can be expected to generate a total of 264 trips (125 entering, 139 exiting) during the AM peak-hour. During the PM peak-hour, a total of 494 trips (260 entering, 234 exiting) are expected.

Due to the mix of uses on site, internal capture calculations have been completed based on NCHRP 684 guidelines. Internal capture is estimated to be low during the AM peak hour when the restaurant space is not open, and the retail activity is low. Internal capture is expected to be more significant during the PM period when the restaurant is open and retail activity is more pronounced. After accounting for the calculated internal capture (spreadsheets provided in the Appendix), the project can be expected to generate a total of 246 external trips (116 entering, 130 exiting) during the AM peak-hour. During the PM peak-hour, 310 external trips (168 entering, 142 exiting) are expected.

[1] *Trip Generation*, Tenth Edition; Institute of Transportation Engineers; Washington, DC.

TRIP DISTRIBUTION

The directional distribution of site-generated traffic on the study area roadways was based on an evaluation of existing travel patterns within the study area during each of the studied peak hours. **Table 2** depicts the trip distribution pattern used for this project.

Table 2
TRIP DISTRIBUTION SUMMARY
Midtown Village – Greenville, SC

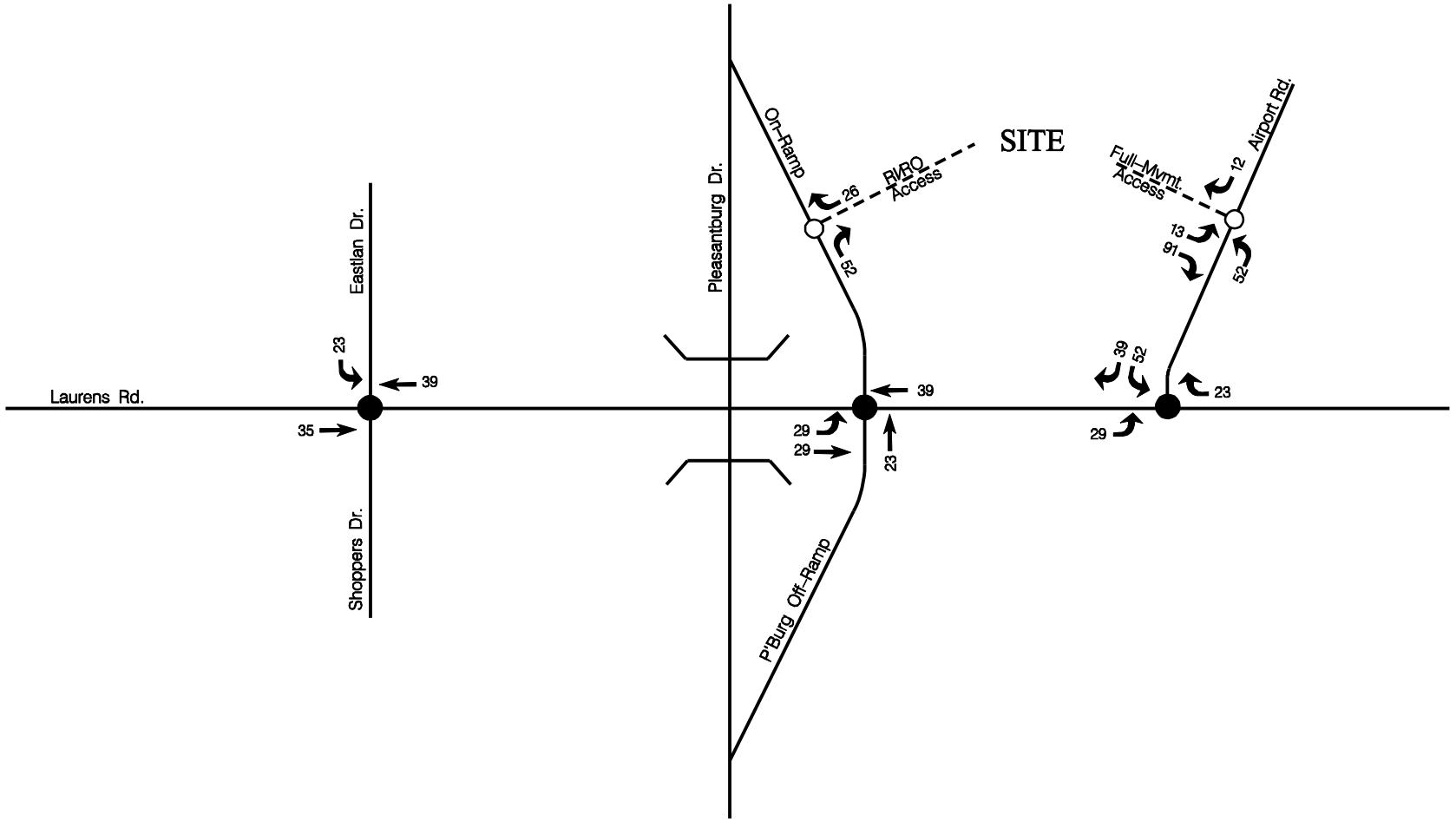
Roadways	Direction To/From	Percent Enter/Exit
Laurens Road	West (Downtown)	30
	East	20
Pleasantburg Drive	North	20
	South	20
Airport Road	North/East	10
	Total	**100**

Note: Based on the existing traffic patterns.

The site-generated traffic presented in Table 1 has been distributed within the study area roadway network as shown by the distribution pattern shown in Table 2. The site-generated traffic volumes depicted graphically in **Figures 8** & **9**.

BUILD TRAFFIC VOLUMES

The site-generated traffic volumes shown in Figure 8 & 9 have been added to the 2025 No-Build traffic volumes (Figure 6 & 7) to represent 2025 Build traffic volume conditions which are depicted graphically in **Figures 10** & **11.** These volumes were used as the basis for analysis to determine potential improvement measures necessary to mitigate traffic impacts caused by the project.



● = Signalized Intersection
○ = Unsignalized Intersection

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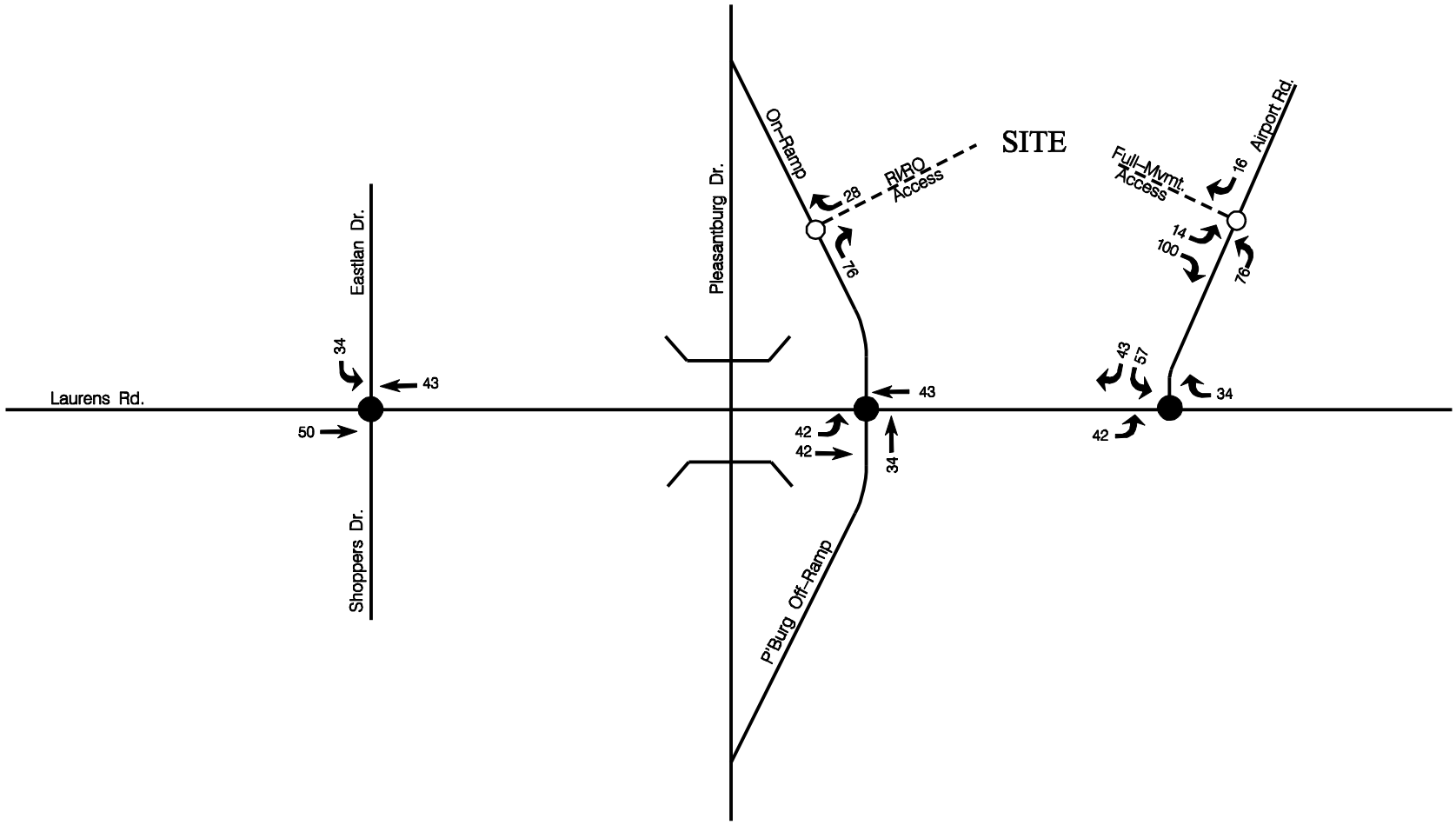
Not To Scale

Figure #8

SITE-GENERATED TRAFFIC VOLUMES
AM PEAK-HOUR

Midtown Village: Greenville, SC

RIDGEWAY TRAFFIC CONSULTING



= Signalized Intersection
= Unsignalized Intersection

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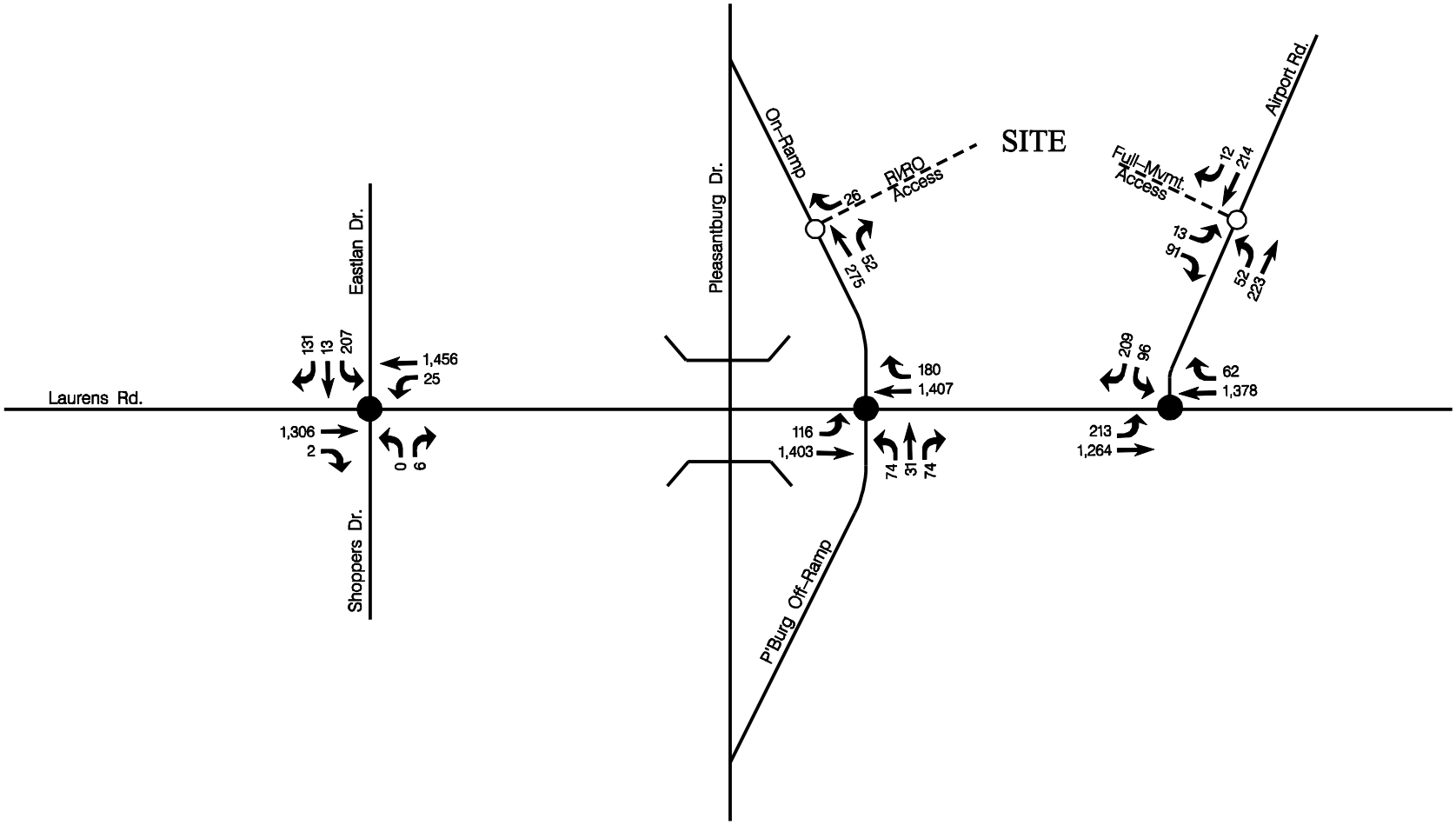
Not To Scale

Figure #9

SITE-GENERATED TRAFFIC VOLUMES
PM PEAK-HOUR

Midtown Village: Greenville, SC

RIDGEWAY TRAFFIC CONSULTING



= Signalized Intersection

= Unsignalized Intersection

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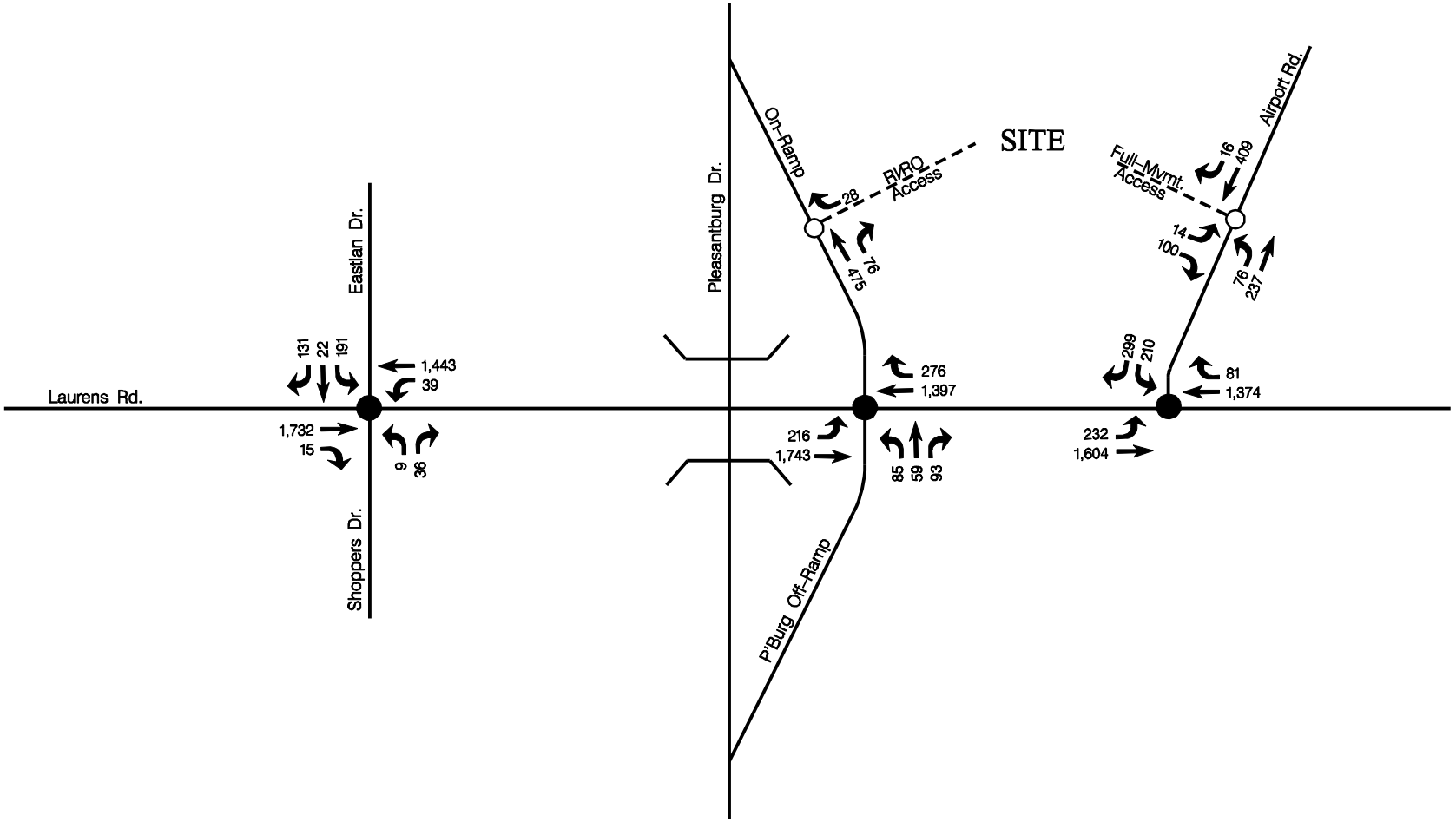
Not To Scale

Figure #10

2025 BUILD TRAFFIC VOLUMES AM PEAK-HOUR

Midtown Village: Greenville, SC

RIDGEWAY TRAFFIC CONSULTING



● = Signalized Intersection
○ = Unsignalized Intersection

N

Not To Scale

Figure #11

2025 BUILD TRAFFIC VOLUMES PM PEAK-HOUR

Midtown Village: Greenville, SC

RIDGEWAY TRAFFIC CONSULTING

TRAFFIC OPERATIONS ANALYSIS

Measuring existing and future traffic volumes quantifies traffic flow within the study area. To assess quality of flow, capacity analyses were conducted under Existing, No-Build, and Build traffic volume conditions. Capacity analyses provide an indication of how well the study area intersections serve existing and future traffic demands.

METHODOLOGY

Level-of-Service

A primary result of capacity analyses is the assignment of level-of-service (LOS) to traffic facilities under various traffic flow conditions. The concept of level-of-service is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six levels-of-service are defined for each type of facility. They are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst.

Since the level-of-service of a traffic facility is a function of the traffic flows placed upon it, such a facility may operate at a wide range of levels-of-service, depending on the time of day, day of week, or period of a year.

ANALYSIS RESULTS

Intersection analyses have been conducted for the study area intersections under Existing, and Future 2025 (No-Build & Build) conditions. The results of these analyses are shown in **Table 3.** The intersection analysis worksheets are contained in the Appendix at the end of this report. It should be noted that existing signal timings were obtained from the City of Greenville and utilized in all analysis scenarios. The Laurens Road at Northbound Pleasantburg Ramp intersection and the Airport Road intersection operate with a common controller due to the close spacing of these intersections. These intersections have been reported with Synchro Methodology with regards to delay and service levels as HCS Methodology does not allow for "clustered" intersections.

Table 3
LEVEL-OF-SERVICE SUMMARY
Midtown Village – Greenville, SC

		BASELINE 2021 CONDITIONS		2025 NO-BUILD CONDITIONS *WITHOUT PROJECT*		2025 BUILD CONDITIONS *WITH PROJECT*	
	Time						
Signalized Study Area Intersections	**Period**	**Delay[a]**	**LOS[b]**	**Delay**	**LOS**	**Delay**	**LOS**
Laurens Road at Eastlan Drive/Shoppers Drive	AM	19.3	B	21.2	C	22.4	C
	PM	9.5	A	10.5	B	11.8	B
Laurens Road at Pleasantburg Ramps Northbound	AM	5.4	A	6.1	A	7.6	A
	PM	11.3	B	11.8	B	13.7	B
Laurens Road at Airport Road	AM	7.8	A	10.1	B	14.0	B
	PM	12.3	B	15.3	B	21.1	C
Unsignalized Study Area Intersections							
Airport Road at Site Access	AM					10.4	B
	PM					12.6	B
Pleasantburg NB On-Ramp at Site Access	AM					10.1	B
	PM					11.9	B

[a]Delay in seconds-per-vehicle.
[b]LOS = Level-of-Service.

GENERAL NOTES:

1. For signalized intersections, Delay is representative of overall intersection.
2. For unsignalized intersections, Delay is representative of critical movement/approach.

As shown, under Existing conditions, operations depict favorable individual intersection operations (LOS A or B) during both peak hours at each intersection. While no significant capacity issues show up in the individual intersection analyses, the very short spacing between intersections, specifically the Pleasantburg Ramp and Airport Road intersections does result in queuing between these intersections during peak periods. These intersections are only separated by approximately 150-feet, which inevitably causes queuing between intersections during times of peak flow. These two intersections operate with one controller and these intersections operate as efficiently as possible given the short separation distance.

Under 2025 No-Build conditions, which account for 3-percent annual background growth in traffic, operations are expected to degrade one service level during each peak hour for the intersection of Laurens Road at Eastlan Drive/Shoppers Drive; LOS B to LOS C during the AM peak hour, and LOS A to B during the PM peak hour. The other individual intersections have sufficient capacity, yet insufficient spacing of the Pleasantburg ramp and Airport Road intersections will continue to be an issue during peak periods.

Future 2025 Build conditions, which include project-specific traffic related to Midtown Village project, indicate that overall service levels are expected to remain acceptable. The only projected change in service level is for the Laurens Road at Airport Road intersection during the PM peak hour which is expected to degrade one service level from LOS B to C.

Both direct access points to Airport Road (full movement) and to the Pleasantburg On-Ramp (right-in/right-out) are expected to operate acceptably with the incorporation of recommended geometry and traffic control as provided in the next section of this report.

MITIGATION

The final phase of the analysis process is to identify mitigating measures which may either minimize the impact of the project on the transportation system or tend to alleviate poor service levels not caused by the project. Measures considered necessary to mitigate roadway system deficiencies are discussed below as they relate to the impacts of the proposed project.

PROPOSED SITE ACCESS

Access to/from the proposed development will be provided two direct connections to the public roadway system; one full movement connection to Airport Road, and one limited right-in/right-out access to the northbound Pleasantburg Drive On-Ramp. Recommendations for each of the site access intersections are provided as follows:

Airport Road at Site Access (Full-Movement)

This access will occur along Airport Road approximately 425-feet east of Laurens Road, slightly east of the location of the existing access that serviced the former SCDOT facility. It should be noted that this access will replace three existing full-movement access drives along this section of Airport Road. The new access will be a divided "boulevard" style with a landscaped median separating entering and exiting movements. The exit approach generally aligns with a low-volume entry-only driveway on the opposite side of Airport Road. The separation for this driveway with Laurens Road is in compliance with the SCDOT ARMS Manual for a 35 MPH roadway. The boulevard entrance is proposed approximately 50-ft. to the east and will be offset from an existing gated access for postal employees only. The approximate 25-ft. offset is in the left-hand direction and conflicts with left turns are not anticipated however the final design will need to be coordinated with SCDOT. The following geometry is recommended for this access:

- ***Eastbound (Airport Road) Approach*:** The eastbound approach of Airport Road at the site access should be modified/restriped as a two-way left-turn lane for approximately 100-feet across the site access intersection and then taper back to a two lane section to the east of the access drive. This will allow for storage for approximately four to five vehicles for the entering left-turn movement, which will reduce the impact on through movements for Airport Road. The final design for this frontage should be coordinated with SCDOT. This will still allow for approximately 300-feet of storage for the inside shared left/right lane for westbound Airport Road at Laurens Road which has been confirmed to be sufficient via SimTraffic simulations (provided in Appendix);

- ***Westbound (Airport Road) Approach*:** Maintain one through lane that will also service right-turns into the project. A dedicated right-turn lane is not warranted based on projected volumes based on Figure 9.5A from the SCDOT *Highway Design Manual*;

- ***Southbound (Site Access) Approach*:** Provide two lanes entering and two lanes exiting the site designated as separate left and right turn lanes. A minimum clear throat between Airport Road and the first drive aisle of 50-feet will be required; and

- ***Traffic Control*:** Place new access intersection under STOP sign control for movements exiting the site.

Pleasantburg Drive Northbound On-Ramp at Site Access (Right-In/Right-Out)

This access will occur along the northbound on-ramp for Pleasantburg Drive, approximately 500-feet north of Laurens Road. This separation is in compliance with the SCDOT ARMS Manual for a 35 MPH roadway. The following geometry is recommended for this access:

- ***Northbound (On-Ramp) Approach*:** Maintain one through lane for the on-ramp and construct a standard 100-ft. right-turn deceleration lane with 150-ft. of taper. This will minimize the impacts of right-turn entering movements on through traffic for the on-ramp destined to Pleasantburg Drive;

- ***Westbound (Site Access) Approach*:** Provide one lane entering and one lane exiting the site designated for right-turns only. A one-way sign along the on-ramp should be placed aligning directly opposite the exiting lane for the project to delineate the one-way flow of the on-ramp. A "no left turn" sign should also be provided for the westbound site access approach; and

- ***Traffic Control*:** Place new access intersection under STOP sign control for right-turn movements exiting the site.

OFF-SITE INTERSECTIONS

As documented in Table 3, the project is expected to have relatively minor impacts on the three off-site intersections studied for this report along Laurens Road. As mentioned previously, queuing along Laurens Road can be expected to continue with or without the project. This is not a function of individual intersection capacity, but the close spacing of intersections.

Pedestrian Accommodations

Based on previous discussions with SCDOT and the City, the need for pedestrian accommodations has been reviewed, specifically as it pertains to facilitating pedestrian movements along and across Laurens Road. Based on a field review; the following two crosswalks are recommended to be incorporated as part of the project:

- Laurens Road Crossing; A crosswalk crossing Laurens Road is recommended at the Pleasantburg Drive Ramps intersection on the east side. The project corner in the northeast quadrant of this intersection will attract pedestrians from the site from the ramp frontage and Airport Road frontage. This crosswalk will facilitate pedestrian movements across Laurens Road, and it appears that it can be implemented without modifying STOP bars on Laurens Road, which is critical due to the tight spacing between the ramp intersection and Airport Road. The crosswalk should be supplemented with pedestrian heads, push buttons and standard signage.

- Airport Road Crossing: A crosswalk for Airport Road should be striped on the north side of Laurens Road. This will facilitate pedestrian movements along Laurens Road. The crosswalk should be supplemented with pedestrian heads, push buttons and standard signage.

Laurens Road Left-Turns onto Pleasantburg Ramp and Airport Road

During past coordination meetings with the SCDOT and the City of Greenville, there were discussions regarding the existing issue of left-turns for eastbound Laurens Road onto the Pleasantburg Ramp and Airport Road. Due to the close spacing of the two signalized intersections, left-turns onto Airport Road typically get in the left-turn lane prior to the Pleasantburg ramp and can be held up by a queued left-turner waiting to turn onto the ramp. Sometimes traffic will re-enter the inside through lane to maneuver around a queued left-turner trying to access the ramp and then turn left onto Airport Road during the permissive phase for Laurens

Road. One measure that could help alleviate this issue is installing solid white striping for the left-turn lane approaching the ramp, which is currently a standard broken lane line. This would help indicate to motorists that they should stay in the left-turn lane once they have entered it, even if they are held up temporarily by a left-turn onto the ramp.

CONCLUSIONS

This report has been prepared to analyze the traffic impacts and access requirements for a new mixed-use project to be known as Midtown Village within the City limits of Greenville, South Carolina. The project is expected to be constructed and operational by 2024, and therefore a 2025 future horizon year (Build PLUS 1 Year) has been reviewed within this report. The project site, which is approximately 12.6-acres in size, is currently unoccupied, but previously was occupied by SCDOT District 3 offices.

Individual intersection capacity is not an issue within the study area, however the close spacing (approximately 150-feet) of the Pleasantburg Ramps and Airport Road does inevitably cause queuing between these intersections during times of peak traffic flow. These intersections operate with one controller, which services the intersections as efficiently as possible given the close spacing.

Access is proposed via two driveways; a full-movement access to Airport Road (boulevard with median) that will replace three existing full movement access drives along this frontage, and a restricted right-in/right-out access to the northbound Pleasantburg Drive ramp. A short section (100-feet) of two-way left-turn lane is recommended for Airport Road at the full-movement boulevard access. This will allow for left-turn storage for approximately four to five vehicles entering the project, while maintaining sufficient storage for Airport Road movements queuing at Laurens Road. The final design for this frontage should be coordinated with SCDOT. A standard right-turn lane is recommended for the northbound Pleasantburg Drive ramp for movements entering the project along with appropriate signage to enforce the one-way (right-out only) operations of this intersection.

The impact of the project on off-site intersections is expected to be relatively minor based on capacity analyses, however queuing along Laurens Road between the Pleasantburg ramp signal and Airport Road signal can be expected to continue during peak periods due to the short spacing between these intersections. This queuing occurs under existing conditions and can be expected to continue in the future with or without the Midtown Village project. These intersections are operated by one traffic signal controller, which provides as efficient operations as possible given the short spacing between these intersections. Recommendations have been made regarding crosswalks for movements along and crossing Laurens Road to facilitate pedestrian movements that may increase with the project.

APPENDIX

- Count Data
- Internal Capture Spreadsheets
- Capacity Analyses
- Queuing Data Airport Road
- Turn Lane Nomographs

COUNT DATA

SHORT COUNTS, LLC

735 Maryland St
Columbia, SC 29201
We can't say we're the Best, but you Can!

File Name : Laurens Rd @ Airport Rd
Site Code :
Start Date : 09/03/2019
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Airport Rd Southbound				Laurens Rd Westbound				Northbound				Laurens Rd Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	7	0	8	0	0	141	5	0	0	0	0	0	41	164	0	0	366
07:15	4	0	19	1	0	186	13	0	0	0	0	0	40	228	0	0	491
07:30	11	0	18	1	0	239	5	0	0	0	0	0	48	257	0	0	579
07:45	9	0	26	0	0	273	8	0	0	0	0	0	40	305	0	0	661
Total	31	0	71	2	0	839	31	0	0	0	0	0	169	954	0	0	2097
08:00	9	0	32	0	0	271	11	0	0	0	0	0	45	258	0	0	626
08:15	10	0	37	0	0	320	6	0	0	0	0	0	35	235	0	0	643
08:30	9	0	48	0	0	296	8	0	0	0	0	0	35	226	0	0	622
08:45	13	0	33	0	0	271	7	0	0	0	0	0	30	243	0	0	597
Total	41	0	150	0	0	1158	32	0	0	0	0	0	145	962	0	0	2488
16:00	21	0	56	0	0	274	16	0	0	0	0	0	41	256	0	0	664
16:15	24	0	50	0	0	278	11	0	0	0	0	0	41	272	0	0	676
16:30	34	0	56	0	0	253	13	0	0	0	0	0	54	292	0	0	702
16:45	35	0	50	0	0	285	10	0	0	0	0	0	37	303	0	0	720
Total	114	0	212	0	0	1090	50	0	0	0	0	0	173	1123	0	0	2762
17:00	37	0	67	0	0	264	13	0	0	0	0	0	52	309	0	0	742
17:15	29	0	39	0	0	299	10	0	0	0	0	0	35	353	0	0	765
17:30	28	0	60	0	0	295	7	0	0	0	0	0	36	330	0	0	756
17:45	15	0	50	0	0	286	7	0	0	0	0	0	43	277	0	0	678
Total	109	0	216	0	0	1144	37	0	0	0	0	0	166	1269	0	0	2941
Grand Total	295	0	649	2	0	4231	150	0	0	0	0	0	653	4308	0	0	10288
Apprch %	31.2	0	68.6	0.2	0	96.6	3.4	0	0	0	0	0	13.2	86.8	0	0	
Total %	2.9	0	6.3	0	0	41.1	1.5	0	0	0	0	0	6.3	41.9	0	0	
Passenger Vehicles	295	0	642	2	0	4155	145	0	0	0	0	0	648	4240	0	0	10127
% Passenger Vehicles	100	0	98.9	100	0	98.2	96.7	0	0	0	0	0	99.2	98.4	0	0	98.4
Heavy Vehicles	0	0	7	0	0	58	4	0	0	0	0	0	5	57	0	0	131
% Heavy Vehicles	0	0	1.1	0	0	1.4	2.7	0	0	0	0	0	0.8	1.3	0	0	1.3
Buses	0	0	0	0	0	18	1	0	0	0	0	0	0	11	0	0	30
% Buses	0	0	0	0	0	0.4	0.7	0	0	0	0	0	0	0.3	0	0	0.3

SHORT COUNTS, LLC

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We can't say we're the Best, but you Can!

File Name : Laurens Rd @ Airport Rd
Site Code :
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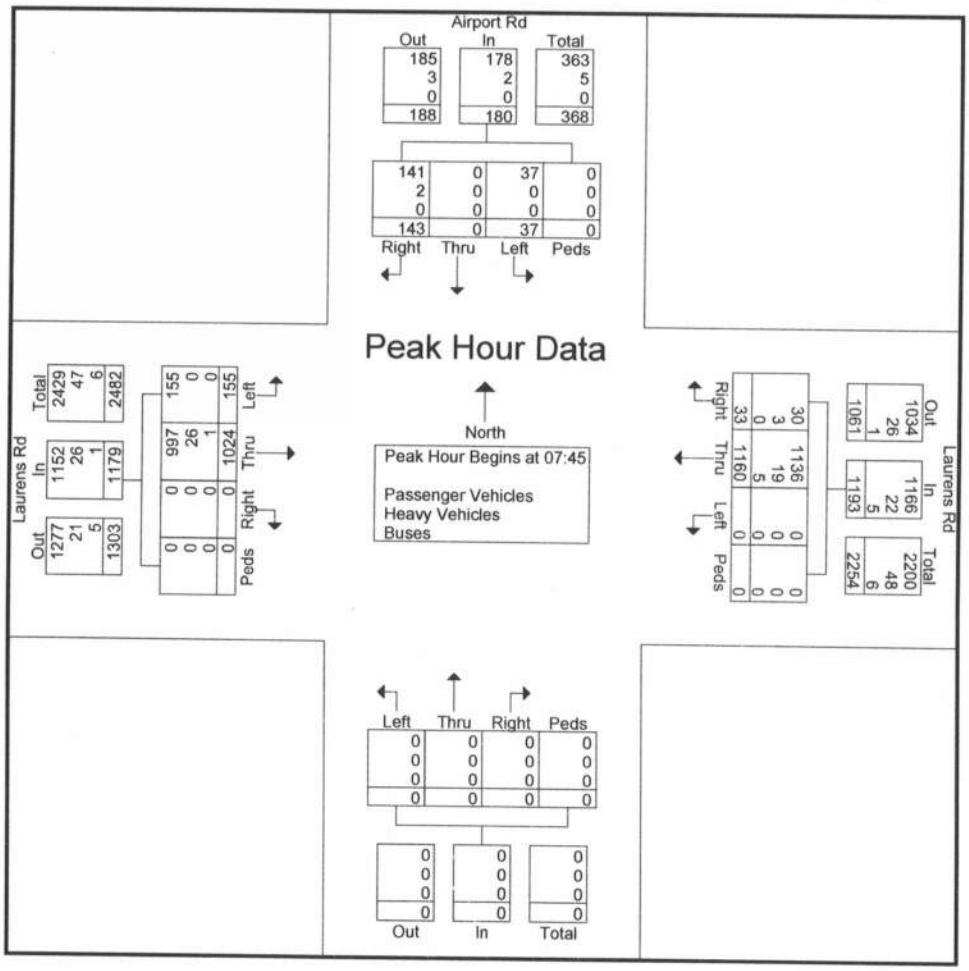
	Airport Rd Southbound					Laurens Rd Westbound					Northbound					Laurens Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	9	0	26	0	35	0	273	8	0	281	0	0	0	0	0	40	**305**	0	0	**345**	**661**
08:00	9	0	32	0	41	0	271	**11**	0	282	0	0	0	0	0	**45**	258	0	0	303	626
08:15	**10**	0	37	0	47	0	**320**	6	0	**326**	0	0	0	0	0	35	235	0	0	270	643
08:30	9	0	**48**	0	**57**	0	296	8	0	304	0	0	0	0	0	35	226	0	0	261	622
Total Volume	37	0	143	0	180	0	1160	33	0	1193	0	0	0	0	0	155	1024	0	0	1179	2552
% App. Total	20.6	0	79.4	0		0	97.2	2.8	0		0	0	0	0		13.1	86.9	0	0		
PHF	.925	.000	.745	.000	.789	.000	.906	.750	.000	.915	.000	.000	.000	.000	.000	.861	.839	.000	.000	.854	.965
Passenger Vehicles	37	0	141	0	178	0	1136														
% Passenger Vehicles	100	0	98.6	0	98.9	0	97.9	90.9	0	97.7	0	0	0	0	0	100	97.4	0	0	97.7	97.8
Heavy Vehicles	0	0	2	0	2	0	19	3	0	22	0	0	0	0	0	0	26	0	0	26	50
% Heavy Vehicles	0	0	1.4	0	1.1	0	1.6	9.1	0	1.8	0	0	0	0	0	0	2.5	0	0	2.2	2.0
Buses	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6
% Buses	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0.1	0	0	0.1	0.2



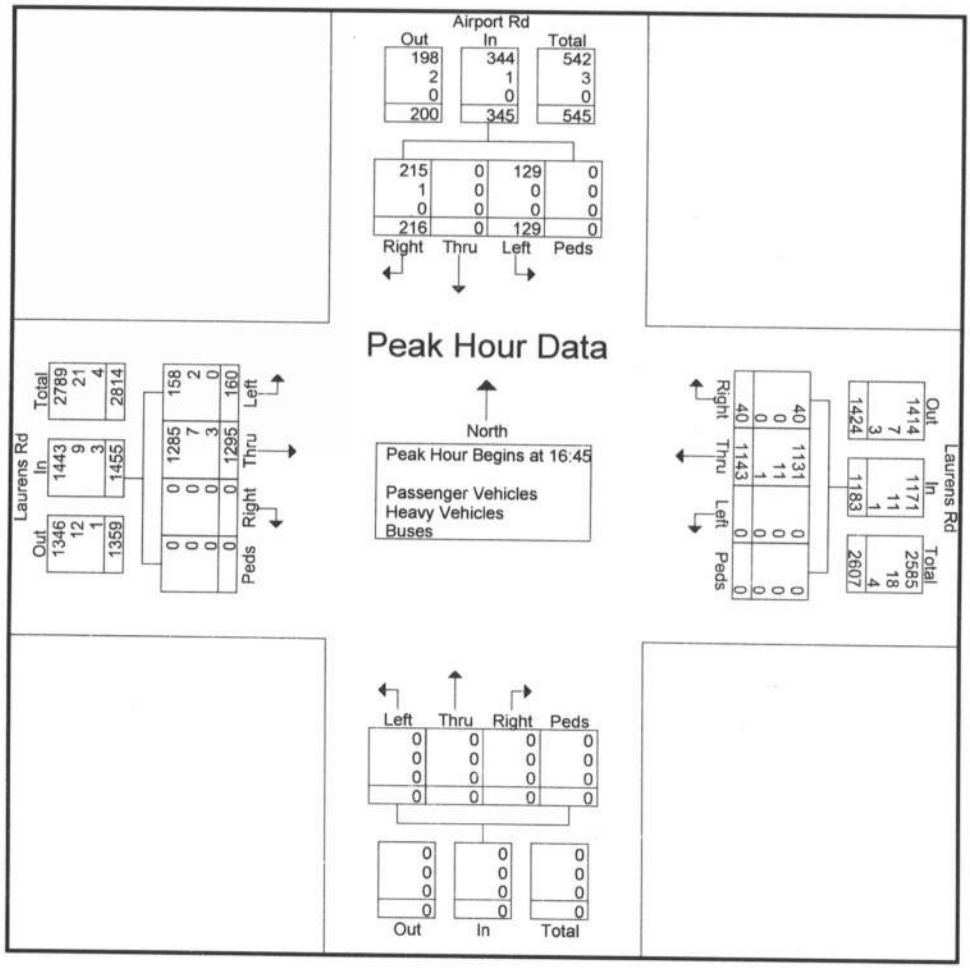
SHORT COUNTS, LLC

735 Maryland St
Columbia, SC 29201

We can't say we're the Best, but you Can!

File Name : Laurens Rd @ Airport Rd
Site Code :
Start Date : 09/03/2019
Page No : 4

	Airport Rd Southbound					Laurens Rd Westbound					Northbound					Laurens Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	35	0	50	0	85	0	285	10	0	295	0	0	0	0	0	37	303	0	0	340	720
17:00	**37**	0	**67**	0	**104**	0	264	**13**	0	277	0	0	0	0	0	**52**	309	0	0	361	742
17:15	29	0	39	0	68	0	**299**	10	0	**309**	0	0	0	0	0	35	**353**	0	0	**388**	**765**
17:30	28	0	60	0	88	0	295	7	0	302	0	0	0	0	0	36	330	0	0	366	756
Total Volume	129	0	216	0	345	0	1143	40	0	1183	0	0	0	0	0	160	1295	0	0	1455	2983
% App. Total	37.4	0	62.6	0		0	96.6	3.4	0		0	0	0	0		11	89	0	0		
PHF	.872	.000	.806	.000	.829	.000	.956	.769	.000	.957	.000	.000	.000	.000	.000	.769	.917	.000	.000	.938	.975
Passenger Vehicles	129	0	215	0	344	0	1131										1285				
% Passenger Vehicles	100	0	99.5	0	99.7	0	99.0	100	0	99.0	0	0	0	0	0	98.8	99.2	0	0	99.2	99.2
Heavy Vehicles	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	2	7	0	0	9	21
% Heavy Vehicles	0	0	0.5	0	0.3	0	1.0	0	0	0.9	0	0	0	0	0	1.3	0.5	0	0	0.6	0.7
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
% Buses	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0.2	0	0	0.2	0.1



SHORT COUNTS, LLC

735 Maryland St
Columbia, SC 29201
We can't say we're the Best, but you Can!

File Name : Laurens Rd @ Eastlan-Shoppers Dr
Site Code :
Start Date : 09/03/2019
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Eastlan Dr Southbound				Laurens Rd Westbound				Shoppers Dr Northbound				Laurens Rd Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	18	1	11	0	1	135	0	0	0	0	1	0	0	196	0	0	363
07:15	25	8	17	0	5	166	0	0	0	0	0	0	0	259	1	0	481
07:30	20	8	13	1	2	243	0	0	0	0	0	0	0	297	0	0	584
07:45	52	3	25	0	2	292	0	0	0	0	3	1	0	300	1	0	679
Total	115	20	66	1	10	836	0	0	0	0	4	1	0	1052	2	0	2107
08:00	38	1	27	0	2	281	0	0	0	0	2	0	0	262	1	0	614
08:15	37	4	30	0	10	302	0	0	0	0	0	1	0	246	0	0	630
08:30	28	3	28	0	7	310	0	0	0	0	0	1	0	246	0	0	623
08:45	26	1	24	0	8	271	0	0	0	0	4	1	0	247	0	0	582
Total	129	9	109	0	27	1164	0	0	0	0	6	3	0	1001	1	0	2449
16:00	43	1	32	0	7	287	0	0	2	0	6	0	0	255	0	0	633
16:15	34	6	33	0	7	297	0	0	2	0	10	2	0	279	2	0	672
16:30	32	1	32	0	5	293	2	0	1	0	6	0	0	304	3	0	679
16:45	29	5	24	0	9	298	0	0	1	0	7	0	0	330	2	0	705
Total	138	13	121	0	28	1175	2	0	6	0	29	2	0	1168	7	0	2689
17:00	35	3	25	0	8	271	0	0	3	0	12	0	0	347	4	0	708
17:15	31	6	28	0	6	298	0	0	0	0	7	1	0	369	4	0	750
17:30	37	5	33	0	10	312	0	0	4	0	4	1	0	349	2	0	757
17:45	37	2	29	0	10	295	0	0	1	0	6	1	0	295	2	0	678
Total	140	16	115	0	34	1176	0	0	8	0	29	3	0	1360	12	0	2893
Grand Total	522	58	411	1	99	4351	2	0	14	0	68	9	0	4581	22	0	10138
Apprch %	52.6	5.8	41.4	0.1	2.2	97.7	0	0	15.4	0	74.7	9.9	0	99.5	0.5	0	
Total %	5.1	0.6	4.1	0	1	42.9	0	0	0.1	0	0.7	0.1	0	45.2	0.2	0	
Passenger Vehicles	511	57	401	1	98	4273	0	0	14	0	68	9	0	4509	22	0	9963
% Passenger Vehicles	97.9	98.3	97.6	100	99	98.2	0	0	100	0	100	100	0	98.4	100	0	98.3
Heavy Vehicles	7	0	7	0	1	63	2	0	0	0	0	0	0	63	0	0	143
% Heavy Vehicles	1.3	0	1.7	0	1	1.4	100	0	0	0	0	0	0	1.4	0	0	1.4
Buses	4	1	3	0	0	15	0	0	0	0	0	0	0	9	0	0	32
% Buses	0.8	1.7	0.7	0	0	0.3	0	0	0	0	0	0	0	0.2	0	0	0.3

SHORT COUNTS, LLC

735 Maryland St
Columbia, SC 29201

We can't say we're the Best, but you Can!

File Name : Laurens Rd @ Eastlan-Shoppers Dr
Site Code :
Start Date : 09/03/2019
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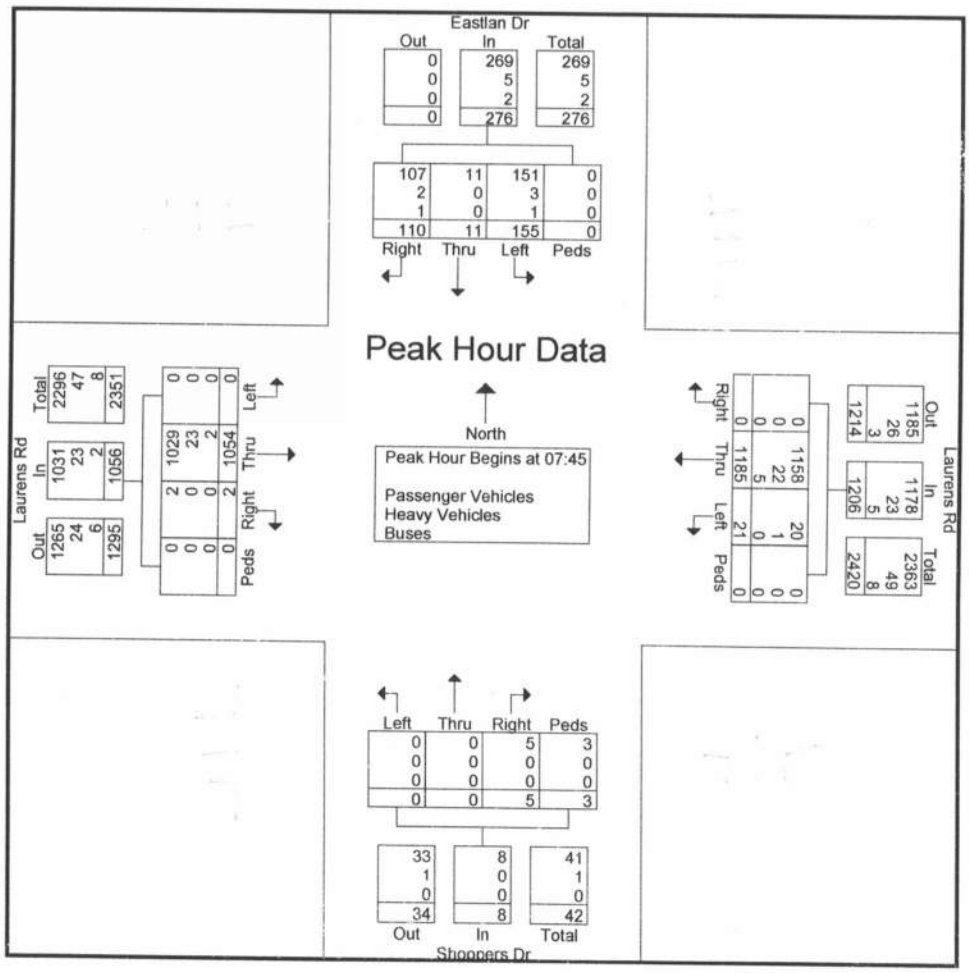
	Eastlan Dr Southbound					Laurens Rd Westbound					Shoppers Dr Northbound					Laurens Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	**52**	3	25	0	**80**	2	292	0	0	294	0	0	**3**	**1**	**4**	0	**300**	**1**	0	**301**	**679**
08:00	38	1	27	0	66	2	281	0	0	283	0	0	2	0	2	0	262	1	0	263	614
08:15	37	**4**	**30**	0	71	**10**	302	0	0	312	0	0	0	1	1	0	246	0	0	246	630
08:30	28	3	28	0	59	7	**310**	0	0	**317**	0	0	0	1	1	0	246	0	0	246	623
Total Volume	155	11	110	0	276	21	1185	0	0	1206	0	0	5	3	8	0	1054	2	0	1056	2546
% App. Total	56.2	4	39.9	0		1.7	98.3	0	0		0	0	62.5	37.5		0	99.8	0.2	0		
PHF	.745	.688	.917	.000	.863	.525	.956	.000	.000	.951	.000	.000	.417	.750	.500	.000	.878	.500	.000	.877	.937
Passenger Vehicles	151	11	107	0	269	20	1158										1029				
% Passenger Vehicles	97.4	100	97.3	0	97.5	95.2	97.7	0	0	97.7	0	0	100	100	100	0	97.6	100	0	97.6	97.6
Heavy Vehicles	3	0	2	0	5	1	22	0	0	23	0	0	0	0	0	0	23	0	0	23	51
% Heavy Vehicles	1.9	0	1.8	0	1.8	4.8	1.9	0	0	1.9	0	0	0	0	0	0	2.2	0	0	2.2	2.0
Buses	1	0	1	0	2	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	9
% Buses	0.6	0	0.9	0	0.7	0	0.4	0	0	0.4	0	0	0	0	0	0	0.2	0	0	0.2	0.4



SHORT COUNTS, LLC

735 Maryland St
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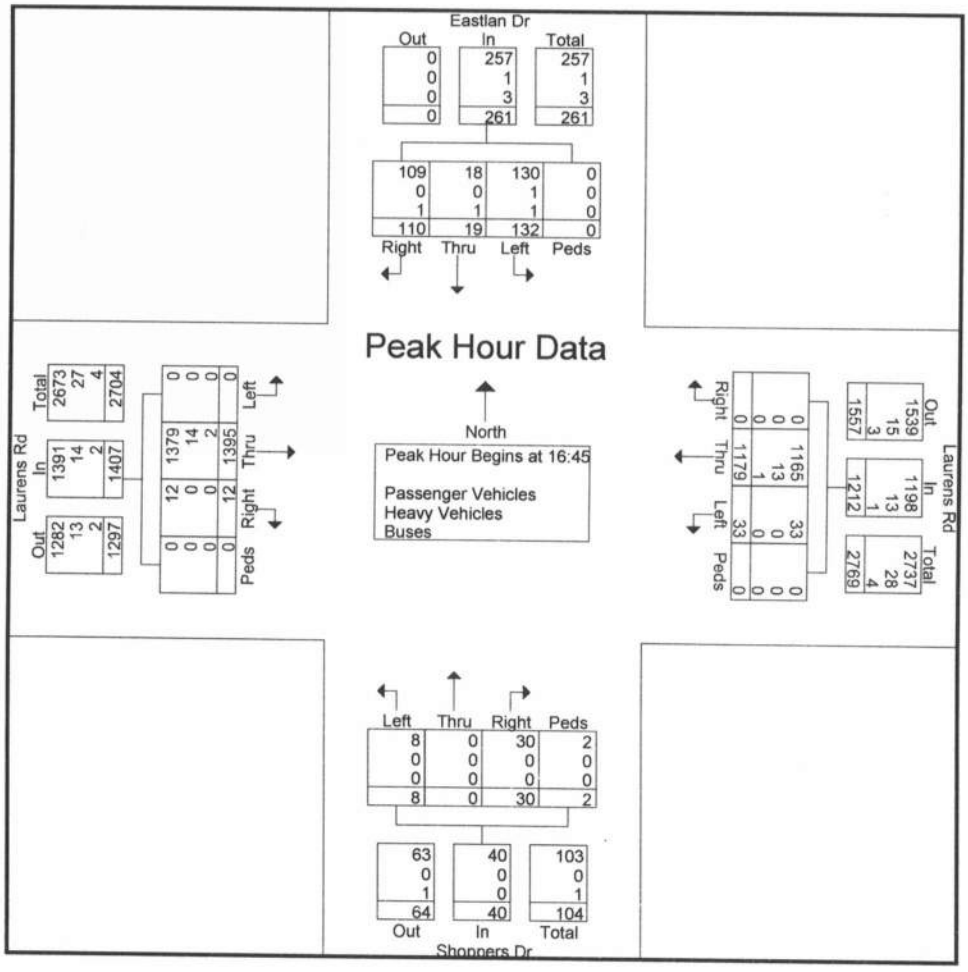
We can't say we're the Best, but you Can!

File Name : Laurens Rd @ Eastlan-Shoppers Dr
Site Code :
Start Date : 09/03/2019
Page No : 4

	Eastlan Dr Southbound					Laurens Rd Westbound					Shoppers Dr Northbound					Laurens Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	29	5	24	0	58	9	298	0	0	307	1	0	7	0	8	0	330	2	0	332	705
17:00	35	3	25	0	63	8	271	0	0	279	3	0	**12**	0	**15**	0	347	**4**	0	351	708
17:15	31	**6**	28	0	65	6	298	0	0	304	0	0	7	**1**	8	0	**369**	4	0	**373**	750
17:30	**37**	5	**33**	0	**75**	**10**	**312**	0	0	**322**	**4**	0	4	1	9	0	349	2	0	351	**757**
Total Volume	132	19	110	0	261	33	1179	0	0	1212	8	0	30	2	40	0	1395	12	0	1407	2920
% App. Total	50.6	7.3	42.1	0		2.7	97.3	0	0		20	0	75	5		0	99.1	0.9	0		
PHF	.892	.792	.833	.000	.870	.825	.945	.000	.000	.941	.500	.000	.625	.500	.667	.000	.945	.750	.000	.943	.964
Passenger Vehicles	130	18	109	0	257	33	1165										1379				
% Passenger Vehicles	98.5	94.7	99.1	0	98.5	100	98.8	0	0	98.8	100	0	100	100	100	0	98.9	100	0	98.9	98.8
Heavy Vehicles	1	0	0	0	1	0	13	0	0	13	0	0	0	0	0	0	14	0	0	14	28
% Heavy Vehicles	0.8	0	0	0	0.4	0	1.1	0	0	1.1	0	0	0	0	0	0	1.0	0	0	1.0	1.0
Buses	1	1	1	0	3	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	6
% Buses	0.8	5.3	0.9	0	1.1	0	0.1	0	0	0.1	0	0	0	0	0	0	0.1	0	0	0.1	0.2



SHORT COUNTS, LLC

735 Maryland St
Columbia, SC 29201
We can't say we're the Best, but you Can!

File Name : Laurens Rd @ Pleasantburg Dr
Site Code :
Start Date : 09/03/2019
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Pleasantburg Dr Southbound				Laurens Rd Westbound				Pleasantburg Dr Northbound				Laurens Rd Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	0	0	0	0	105	16	0	5	2	5	0	15	175	0	0	323
07:15	0	0	0	0	0	163	25	0	2	1	9	0	25	245	0	0	470
07:30	0	0	0	0	0	206	27	0	21	2	17	0	25	295	0	0	593
07:45	0	0	0	0	0	258	37	0	21	1	15	0	24	334	0	0	690
Total	0	0	0	0	0	732	105	0	49	6	46	0	89	1049	0	0	2076
08:00	0	0	0	0	0	253	39	0	21	3	19	0	14	308	0	0	657
08:15	0	0	0	0	0	309	29	0	10	2	12	1	19	274	0	0	656
08:30	0	0	0	0	0	295	47	1	10	1	16	0	17	242	0	0	629
08:45	0	0	0	0	0	273	34	0	18	2	13	0	22	268	0	0	630
Total	0	0	0	0	0	1130	149	1	59	8	60	1	72	1092	0	0	2572
16:00	0	0	0	0	0	292	62	0	26	12	15	0	34	267	0	0	708
16:15	0	0	0	0	0	260	49	0	19	6	21	0	21	303	0	0	679
16:30	0	0	0	0	0	278	52	0	27	2	17	0	18	315	0	0	709
16:45	0	0	0	0	0	274	56	0	28	6	22	0	34	351	0	0	771
Total	0	0	0	0	0	1104	219	0	100	26	75	0	107	1236	0	0	2867
17:00	0	0	0	0	0	262	68	0	11	4	21	0	44	341	0	0	751
17:15	0	0	0	0	0	288	53	0	17	3	16	0	28	402	0	0	807
17:30	0	0	0	0	0	278	55	0	16	8	19	0	40	339	0	0	755
17:45	0	0	0	0	0	286	63	0	24	4	20	0	29	326	0	0	752
Total	0	0	0	0	0	1114	239	0	68	19	76	0	141	1408	0	0	3065
Grand Total	0	0	0	0	0	4080	712	1	276	59	257	1	409	4785	0	0	10580
Apprch %	0	0	0	0	0	85.1	14.9	0	46.5	9.9	43.3	0.2	7.9	92.1	0	0	
Total %	0	0	0	0	0	38.6	6.7	0	2.6	0.6	2.4	0	3.9	45.2	0	0	
Passenger Vehicles	0	0	0	0	0	4006	701	1	272	59	255	1	401	4704	0	0	10400
% Passenger Vehicles	0	0	0	0	0	98.2	98.5	100	98.6	100	99.2	100	98	98.3	0	0	98.3
Heavy Vehicles	0	0	0	0	0	56	8	0	4	0	2	0	6	71	0	0	147
% Heavy Vehicles	0	0	0	0	0	1.4	1.1	0	1.4	0	0.8	0	1.5	1.5	0	0	1.4
Buses	0	0	0	0	0	18	3	0	0	0	0	0	2	10	0	0	33
% Buses	0	0	0	0	0	0.4	0.4	0	0	0	0	0	0.5	0.2	0	0	0.3

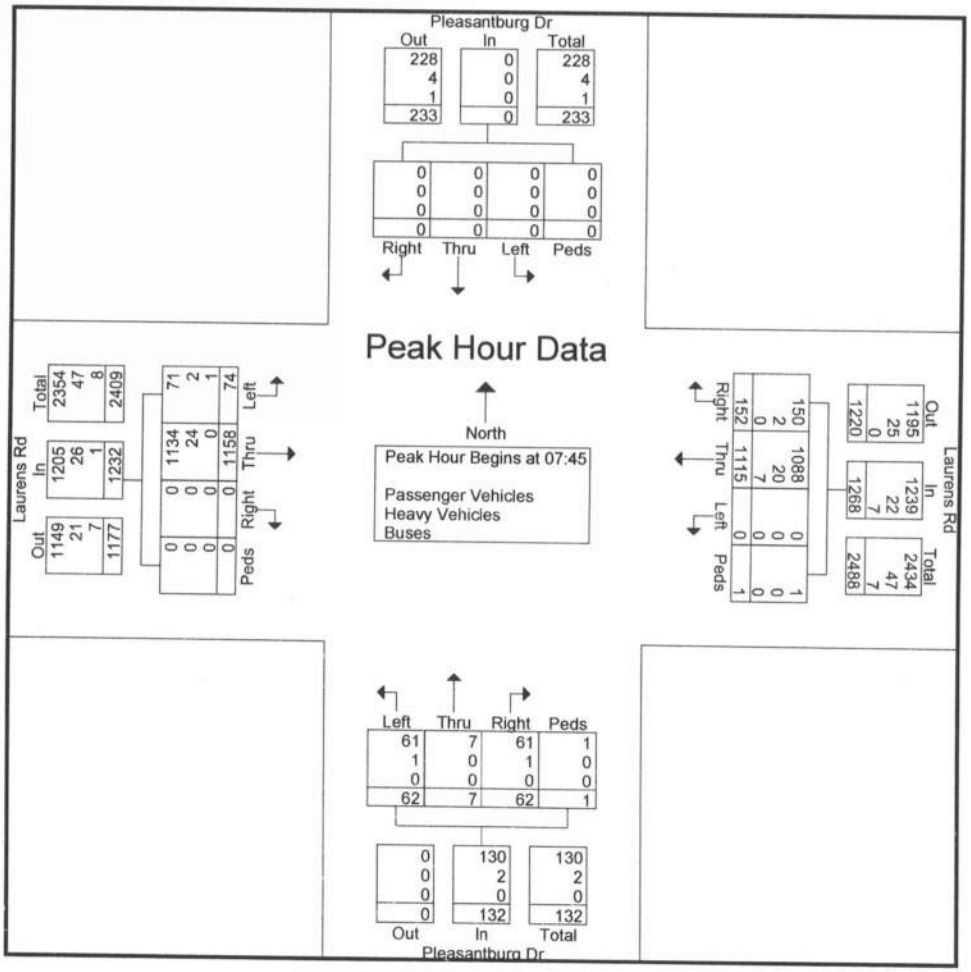
SHORT COUNTS, LLC

735 Maryland St
Columbia, SC 29201

We can't say we're the Best, but you Can!

File Name : Laurens Rd @ Pleasantburg Dr
Site Code :
Start Date : 09/03/2019
Page No : 3

	Pleasantburg Dr Southbound					Laurens Rd Westbound					Pleasantburg Dr Northbound					Laurens Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	0	0	0	0	0	258	37	0	295	**21**	1	15	0	37	**24**	**334**	0	0	**358**	**690**
08:00	0	0	0	0	0	0	253	39	0	292	21	**3**	**19**	0	**43**	14	308	0	0	322	657
08:15	0	0	0	0	0	0	**309**	29	0	338	10	2	12	**1**	25	19	274	0	0	293	656
08:30	0	0	0	0	0	0	295	**47**	**1**	**343**	10	1	16	0	27	17	242	0	0	259	629
Total Volume	0	0	0	0	0	0	1115	152	1	1268	62	7	62	1	132	74	1158	0	0	1232	2632
% App. Total	0	0	0	0		0	87.9	12	0.1		47	5.3	47	0.8		6	94	0	0		
PHF	.000	.000	.000	.000	.000	.000	.902	.809	.250	.924	.738	.583	.816	.250	.767	.771	.867	.000	.000	.860	.954
Passenger Vehicles	0	0	0	0	0	0	1088										1134				
% Passenger Vehicles	0	0	0	0	0	0	97.6	98.7	100	97.7	98.4	100	98.4	100	98.5	95.9	97.9	0	0	97.8	97.8
Heavy Vehicles	0	0	0	0	0	0	20	2	0	22	1	0	1	0	2	2	24	0	0	26	50
% Heavy Vehicles	0	0	0	0	0	0	1.8	1.3	0	1.7	1.6	0	1.6	0	1.5	2.7	2.1	0	0	2.1	1.9
Buses	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	1	0	0	0	1	8
% Buses	0	0	0	0	0	0	0.6	0	0	0.6	0	0	0	0	0	1.4	0	0	0	0.1	0.3



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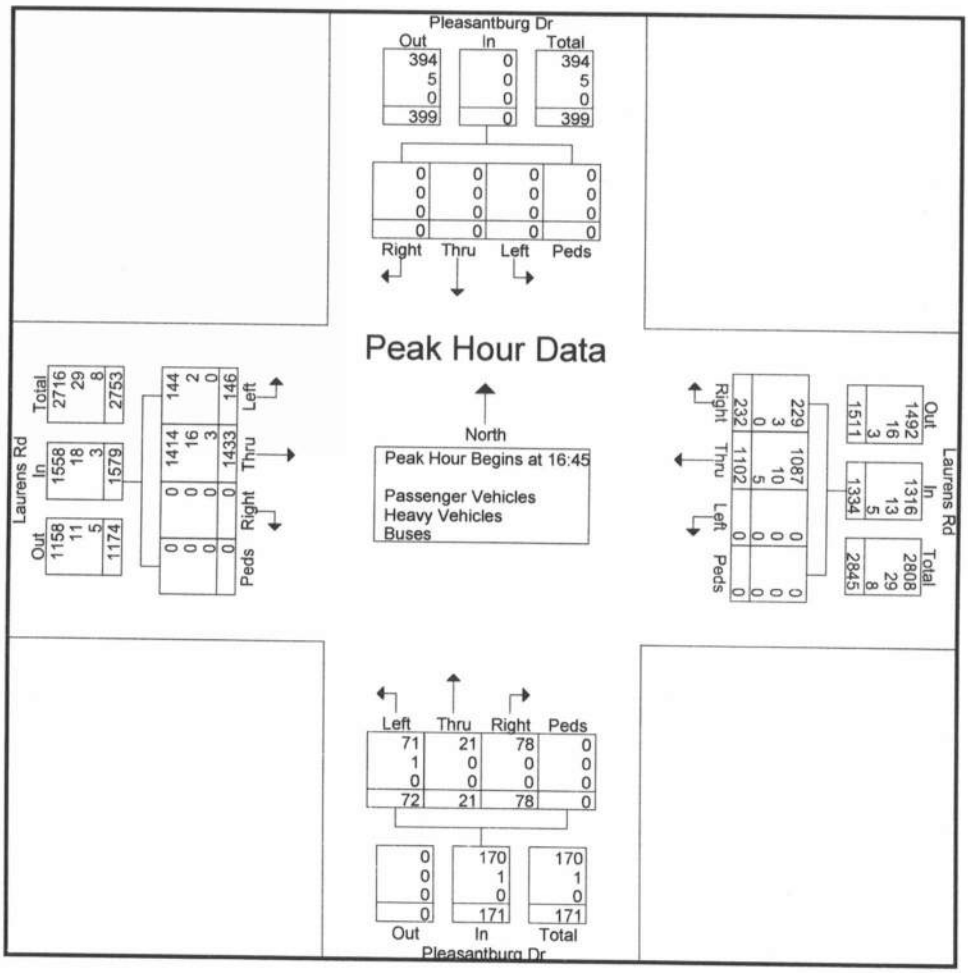
File Name : Laurens Rd @ Pleasantburg Dr
Site Code :
Start Date : 09/03/2019
Page No : 4

	Pleasantburg Dr Southbound					Laurens Rd Westbound					Pleasantburg Dr Northbound					Laurens Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	0	0	0	0	0	274	56	0	330	**28**	6	**22**	0	**56**	34	351	0	0	385	771
17:00	0	0	0	0	0	0	262	**68**	0	330	11	4	21	0	36	**44**	341	0	0	385	751
17:15	0	0	0	0	0	0	**288**	53	0	**341**	17	3	16	0	36	28	**402**	0	0	**430**	**807**
17:30	0	0	0	0	0	0	278	55	0	333	16	**8**	19	0	43	40	339	0	0	379	755
Total Volume	0	0	0	0	0	0	1102	232	0	1334	72	21	78	0	171	146	1433	0	0	1579	3084
% App. Total	0	0	0	0		0	82.6	17.4	0		42.1	12.3	45.6	0		9.2	90.8	0	0		
PHF	.000	.000	.000	.000	.000	.000	.957	.853	.000	.978	.643	.656	.886	.000	.763	.830	.891	.000	.000	.918	.955
Passenger Vehicles	0	0	0	0	0	0	1087										1414				
% Passenger Vehicles	0	0	0	0	0	0	98.6	98.7	0	98.7	98.6	100	100	0	99.4	98.6	98.7	0	0	98.7	98.7
Heavy Vehicles	0	0	0	0	0	0	10	3	0	13	1	0	0	0	1	2	16	0	0	18	32
% Heavy Vehicles	0	0	0	0	0	0	0.9	1.3	0	1.0	1.4	0	0	0	0.6	1.4	1.1	0	0	1.1	1.0
Buses	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8
% Buses	0	0	0	0	0	0	0.5	0	0	0.4	0	0	0	0	0	0	0.2	0	0	0.2	0.3



INTERNAL CAPTURE SPREADSHEETS

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Midtown Village	**Organization:**	Ridgeway Traffic
Project Location:	Greenville SC	**Performed By:**	MRR
Scenario Description:		**Date:**	6/7/2021
Analysis Year:	2025	**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				46	40	6
Retail				28	17	11
Restaurant				0	0	0
Cinema/Entertainment				0		
Residential				133	34	99
Hotel				57	34	23
All Other Land Uses[2]				0		
				264	125	139

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		2	0	0	0	0
Retail	2		0	0	1	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	1	0	0		0
Hotel	1	1	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	264	125	139
Internal Capture Percentage	7%	7%	6%
External Vehicle-Trips[5]	246	116	130
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	10%	33%
Retail	24%	27%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	3%	2%
Hotel	0%	9%

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Midtown Village	**Organization:**	Ridgeway Traffic
Project Location:	Greenville SC	**Performed By:**	MRR
Scenario Description:		**Date:**	6/7/2021
Analysis Year:	2025	**Checked By:**	
Analysis Period:	PM Street Peak Hour	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				46	7	39
Retail				114	55	59
Restaurant				98	61	37
Cinema/Entertainment				0		
Residential				168	102	66
Hotel				68	35	33
All Other Land Uses[2]				0		
				494	260	234

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		4	1	0	1	0
Retail	1		17	0	15	3
Restaurant	1	15		0	7	3
Cinema/Entertainment	0	0	0		0	0
Residential	3	6	9	0		2
Hotel	0	1	3	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	494	260	234
Internal Capture Percentage	37%	35%	39%
External Vehicle-Trips[5]	310	168	142
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	71%	15%
Retail	47%	61%
Restaurant	49%	70%
Cinema/Entertainment	N/A	N/A
Residential	23%	30%
Hotel	23%	12%

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

CAPACITY ANALYSES

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	1136	2	22	1265	0	0	0	5	164	12	117
Future Volume (veh/h)	0	1136	2	22	1265	0	0	0	5	164	12	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1209	2	23	1346	0	0	0	5	174	13	124
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	64	2739	5	355	2674	0	64	0	251	284	24	230
Arrive On Green	0.00	0.75	0.75	0.25	0.25	0.00	0.00	0.00	0.16	0.16	0.16	0.16
Sat Flow, veh/h	406	3640	6	461	3647	0	1252	0	1585	1411	153	1456
Grp Volume(v), veh/h	0	590	621	23	1346	0	0	0	5	174	0	137
Grp Sat Flow(s),veh/h/ln	406	1777	1869	461	1777	0	1252	0	1585	1411	0	1608
Q Serve(g_s), s	0.0	13.8	13.8	4.5	36.4	0.0	0.0	0.0	0.3	13.3	0.0	8.8
Cycle Q Clear(g_c), s	0.0	13.8	13.8	18.3	36.4	0.0	0.0	0.0	0.3	13.6	0.0	8.8
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		0.91
Lane Grp Cap(c), veh/h	64	1337	1407	355	2674	0	64	0	251	284	0	254
V/C Ratio(X)	0.00	0.44	0.44	0.06	0.50	0.00	0.00	0.00	0.02	0.61	0.00	0.54
Avail Cap(c_a), veh/h	64	1337	1407	355	2674	0	235	0	467	476	0	474
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.83	0.83	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	5.1	5.1	22.8	24.1	0.0	0.0	0.0	39.8	45.6	0.0	43.4
Incr Delay (d2), s/veh	0.0	1.1	1.0	0.3	0.6	0.0	0.0	0.0	0.0	2.1	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.3	4.5	0.6	17.4	0.0	0.0	0.0	0.1	4.8	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	6.2	6.1	23.1	24.7	0.0	0.0	0.0	39.8	47.7	0.0	45.1
LnGrp LOS	A	A	A	C	C	A	A	A	D	D	A	D
Approach Vol, veh/h		1211			1369			5			311	
Approach Delay, s/veh		6.2			24.7			39.8			46.6	
Approach LOS		A			C			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		89.3		22.7		89.3		22.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		68.0		32.0		68.0		32.0				
Max Q Clear Time (g_c+I1), s		38.4		2.3		15.8		15.6				
Green Ext Time (p_c), s		8.4		0.0		6.0		1.1				

Intersection Summary												
HCM 6th Ctrl Delay			19.3									
HCM 6th LOS			B									

Lane Group	SEL	SET	NWT	NWR	NET	NER	Ø8
Lane Configurations							
Traffic Volume (vph)	78	1227	1221	161	7	66	
Future Volume (vph)	78	1227	1221	161	7	66	
Turn Type	pm+pt	NA	NA	Perm	NA	Perm	
Protected Phases	1	6	2		4		8
Permitted Phases	6			2		4	
Detector Phase	1	6	2	2	4	4	
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	15.0	15.0	15.0	15.0	15.0	15.0
Total Split (s)	22.0	90.0	68.0	68.0	22.0	22.0	22.0
Total Split (%)	19.6%	80.4%	60.7%	60.7%	19.6%	19.6%	20%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?							
Recall Mode	None	C-Min	C-Min	C-Min	None	None	None
Act Effct Green (s)	90.8	90.8	76.4	76.4	11.2	11.2	
Actuated g/C Ratio	0.81	0.81	0.68	0.68	0.10	0.10	
v/c Ratio	0.23	0.45	0.53	0.15	0.43	0.44	
Control Delay	3.3	2.7	3.1	0.3	53.8	55.1	
Queue Delay	0.0	0.1	0.1	0.8	0.0	0.0	
Total Delay	3.3	2.7	3.2	1.1	53.8	55.1	
LOS	A	A	A	A	D	E	
Approach Delay		2.8	3.0		54.4		
Approach LOS		A	A		D		

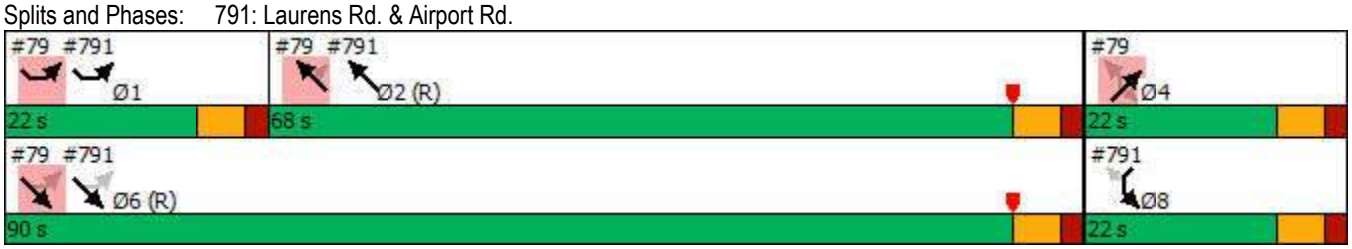
Intersection Summary	
Cycle Length: 112	
Actuated Cycle Length: 112	
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Yellow, Master Intersection	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 5.4	Intersection LOS: A
Intersection Capacity Utilization 54.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 79: Access Ramp & Laurens Rd.

Lane Group	SEL	SET	NWT	SWL	SWR	Ø4
Lane Configurations						
Traffic Volume (vph)	164	1129	1230	39	152	
Future Volume (vph)	164	1129	1230	39	152	
Turn Type	pm+pt	NA	NA	Prot	Perm	
Protected Phases	1	6	2	8		4
Permitted Phases	6				8	
Detector Phase	1	6	2	8	8	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	15.0	15.0	15.0	15.0	15.0
Total Split (s)	22.0	90.0	68.0	22.0	22.0	22.0
Total Split (%)	19.6%	80.4%	60.7%	19.6%	19.6%	20%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Recall Mode	None	C-Min	C-Min	None	None	None
Act Effct Green (s)	90.8	90.8	76.4	11.2	11.2	
Actuated g/C Ratio	0.81	0.81	0.68	0.10	0.10	
v/c Ratio	0.48	0.41	0.55	0.47	0.41	
Control Delay	10.7	1.5	10.8	30.4	14.3	
Queue Delay	0.2	0.1	0.0	0.0	0.0	
Total Delay	11.0	1.6	10.8	30.4	14.3	
LOS	B	A	B	C	B	
Approach Delay		2.8	10.8	22.5		
Approach LOS		A	B	C		

Intersection Summary	
Cycle Length: 112	
Actuated Cycle Length: 112	
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Yellow, Master Intersection	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 7.8	Intersection LOS: A
Intersection Capacity Utilization 62.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 791: Laurens Rd. & Airport Rd.



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	1502	13	35	1250	0	8	0	32	140	20	117
Future Volume (veh/h)	0	1502	13	35	1250	0	8	0	32	140	20	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1565	14	36	1302	0	8	0	33	146	21	122
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	55	2787	25	249	2744	0	141	0	239	238	36	209
Arrive On Green	0.00	0.77	0.77	1.00	1.00	0.00	0.15	0.00	0.15	0.15	0.15	0.15
Sat Flow, veh/h	423	3609	32	324	3647	0	1245	0	1585	1376	238	1383
Grp Volume(v), veh/h	0	770	809	36	1302	0	8	0	33	146	0	143
Grp Sat Flow(s),veh/h/ln	423	1777	1865	324	1777	0	1245	0	1585	1376	0	1621
Q Serve(g_s), s	0.0	22.6	22.7	3.8	0.0	0.0	0.8	0.0	2.3	13.4	0.0	10.7
Cycle Q Clear(g_c), s	0.0	22.6	22.7	26.5	0.0	0.0	11.5	0.0	2.3	15.7	0.0	10.7
Prop In Lane	1.00		0.02	1.00		0.00	1.00		1.00	1.00		0.85
Lane Grp Cap(c), veh/h	55	1372	1440	249	2744	0	141	0	239	238	0	245
V/C Ratio(X)	0.00	0.56	0.56	0.14	0.47	0.00	0.06	0.00	0.14	0.61	0.00	0.58
Avail Cap(c_a), veh/h	55	1372	1440	249	2744	0	240	0	366	348	0	374
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.82	0.82	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	6.0	6.0	3.0	0.0	0.0	56.7	0.0	47.9	54.7	0.0	51.4
Incr Delay (d2), s/veh	0.0	1.7	1.6	1.0	0.5	0.0	0.2	0.0	0.3	2.6	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.3	7.6	0.2	0.2	0.0	0.3	0.0	1.0	4.8	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.6	7.5	4.0	0.5	0.0	56.9	0.0	48.1	57.2	0.0	53.6
LnGrp LOS	A	A	A	A	A	A	E	A	D	E	A	D
Approach Vol, veh/h		1579			1338			41			289	
Approach Delay, s/veh		7.6			0.6			49.8			55.4	
Approach LOS		A			A			D			E	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		105.4		24.6		105.4		24.6				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		89.0		29.0		89.0		29.0				
Max Q Clear Time (g_c+I1), s		28.5		13.5		24.7		17.7				
Green Ext Time (p_c), s		9.5		0.1		9.8		0.9				

Intersection Summary												
HCM 6th Ctrl Delay			9.5									
HCM 6th LOS			A									

Lane Group	SEL	SET	NWT	NWR	NET	NER	Ø8
Lane Configurations							
Traffic Volume (vph)	155	1519	1209	246	22	83	
Future Volume (vph)	155	1519	1209	246	22	83	
Turn Type	pm+pt	NA	NA	Perm	NA	Perm	
Protected Phases	1	6	2		4		8
Permitted Phases	6			2		4	
Detector Phase	1	6	2	2	4	4	
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	15.0	15.0	15.0	15.0	15.0	15.0
Total Split (s)	28.0	102.0	74.0	74.0	28.0	28.0	28.0
Total Split (%)	21.5%	78.5%	56.9%	56.9%	21.5%	21.5%	22%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?							
Recall Mode	None	C-Min	C-Min	C-Min	None	None	None
Act Effct Green (s)	100.8	100.8	84.9	84.9	19.2	19.2	
Actuated g/C Ratio	0.78	0.78	0.65	0.65	0.15	0.15	
v/c Ratio	0.46	0.58	0.54	0.23	0.38	0.37	
Control Delay	9.9	12.5	4.8	0.4	53.4	53.4	
Queue Delay	0.0	0.6	0.2	0.8	0.0	0.0	
Total Delay	9.9	13.1	5.0	1.2	53.4	53.4	
LOS	A	B	A	A	D	D	
Approach Delay		12.8	4.4		53.4		
Approach LOS		B	A		D		

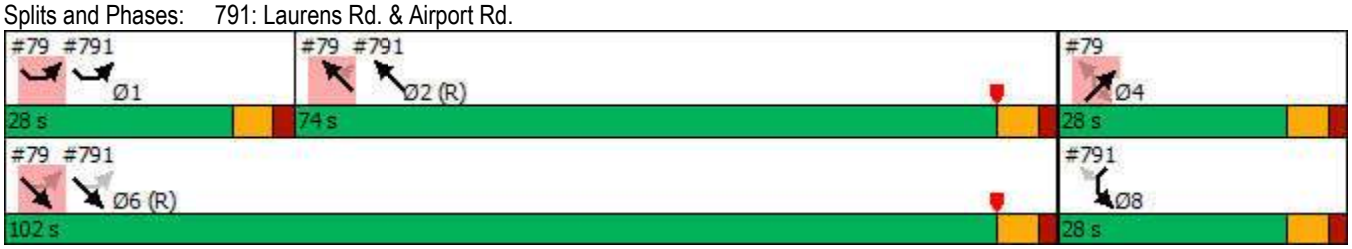
Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Yellow, Master Intersection	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 11.3	Intersection LOS: B
Intersection Capacity Utilization 59.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 79: Access Ramp & Laurens Rd.

Lane Group	SEL	SET	NWT	SWL	SWR	Ø4
Lane Configurations						
Traffic Volume (vph)	170	1432	1226	137	229	
Future Volume (vph)	170	1432	1226	137	229	
Turn Type	pm+pt	NA	NA	Prot	Perm	
Protected Phases	1	6	2	8		4
Permitted Phases	6				8	
Detector Phase	1	6	2	8	8	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	15.0	15.0	15.0	15.0	15.0
Total Split (s)	28.0	102.0	74.0	28.0	28.0	28.0
Total Split (%)	21.5%	78.5%	56.9%	21.5%	21.5%	22%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Recall Mode	None	C-Min	C-Min	None	None	None
Act Effct Green (s)	100.8	100.8	84.9	19.2	19.2	
Actuated g/C Ratio	0.78	0.78	0.65	0.15	0.15	
v/c Ratio	0.52	0.54	0.57	0.74	0.48	
Control Delay	14.6	3.0	14.6	65.6	11.0	
Queue Delay	0.3	0.1	0.0	0.2	0.1	
Total Delay	14.9	3.1	14.6	65.8	11.1	
LOS	B	A	B	E	B	
Approach Delay		4.3	14.6	39.4		
Approach LOS		A	B	D		

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Yellow, Master Intersection	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 12.3	Intersection LOS: B
Intersection Capacity Utilization 69.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 791: Laurens Rd. & Airport Rd.



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	1271	2	25	1417	0	0	0	6	184	13	131
Future Volume (veh/h)	0	1271	2	25	1417	0	0	0	6	184	13	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1352	2	27	1507	0	0	0	6	196	14	139
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	64	2680	4	298	2616	0	64	0	277	306	26	255
Arrive On Green	0.00	0.74	0.74	0.24	0.24	0.00	0.00	0.00	0.17	0.17	0.17	0.17
Sat Flow, veh/h	348	3641	5	403	3647	0	1234	0	1585	1410	147	1460
Grp Volume(v), veh/h	0	660	694	27	1507	0	0	0	6	196	0	153
Grp Sat Flow(s),veh/h/ln	348	1777	1869	403	1777	0	1234	0	1585	1410	0	1607
Q Serve(g_s), s	0.0	17.5	17.5	6.2	41.8	0.0	0.0	0.0	0.4	15.0	0.0	9.7
Cycle Q Clear(g_c), s	0.0	17.5	17.5	23.7	41.8	0.0	0.0	0.0	0.4	15.3	0.0	9.7
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		0.91
Lane Grp Cap(c), veh/h	64	1308	1376	298	2616	0	64	0	277	306	0	281
V/C Ratio(X)	0.00	0.50	0.50	0.09	0.58	0.00	0.00	0.00	0.02	0.64	0.00	0.54
Avail Cap(c_a), veh/h	64	1308	1376	298	2616	0	212	0	467	475	0	474
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.75	0.75	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	6.2	6.2	27.4	27.0	0.0	0.0	0.0	38.3	44.6	0.0	42.2
Incr Delay (d2), s/veh	0.0	1.4	1.3	0.5	0.7	0.0	0.0	0.0	0.0	2.2	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.6	5.9	0.7	19.9	0.0	0.0	0.0	0.1	5.4	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.6	7.5	27.8	27.7	0.0	0.0	0.0	38.3	46.9	0.0	43.8
LnGrp LOS	A	A	A	C	C	A	A	A	D	D	A	D
Approach Vol, veh/h		1354			1534			6			349	
Approach Delay, s/veh		7.6			27.7			38.3			45.5	
Approach LOS		A			C			D			D	

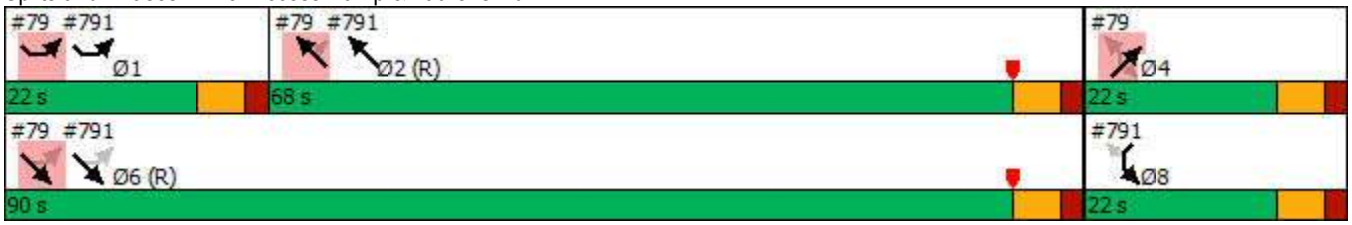
Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	87.4	24.6	87.4	24.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	68.0	32.0	68.0	32.0
Max Q Clear Time (g_c+I1), s	43.8	2.4	19.5	17.3
Green Ext Time (p_c), s	9.4	0.0	7.2	1.2

Intersection Summary	
HCM 6th Ctrl Delay	21.2
HCM 6th LOS	C

Lane Group	SEL	SET	NWT	NWR	NET	NER	Ø8
Lane Configurations							
Traffic Volume (vph)	87	1374	1368	180	8	74	
Future Volume (vph)	87	1374	1368	180	8	74	
Turn Type	pm+pt	NA	NA	Perm	NA	Perm	
Protected Phases	1	6	2		4		8
Permitted Phases	6			2		4	
Detector Phase	1	6	2	2	4	4	
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	15.0	15.0	15.0	15.0	15.0	15.0
Total Split (s)	22.0	90.0	68.0	68.0	22.0	22.0	22.0
Total Split (%)	19.6%	80.4%	60.7%	60.7%	19.6%	19.6%	20%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?							
Recall Mode	None	C-Min	C-Min	C-Min	None	None	None
Act Effct Green (s)	90.2	90.2	73.4	73.4	11.8	11.8	
Actuated g/C Ratio	0.81	0.81	0.66	0.66	0.11	0.11	
v/c Ratio	0.27	0.51	0.62	0.17	0.46	0.47	
Control Delay	6.8	3.2	3.8	0.3	54.1	55.4	
Queue Delay	0.0	0.1	0.2	1.0	0.0	0.4	
Total Delay	6.8	3.3	4.0	1.3	54.1	55.8	
LOS	A	A	A	A	D	E	
Approach Delay		3.5	3.7		54.9		
Approach LOS		A	A		D		

Intersection Summary	
Cycle Length: 112	
Actuated Cycle Length: 112	
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Yellow, Master Intersection	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 6.1	Intersection LOS: A
Intersection Capacity Utilization 59.7%	ICU Level of Service B
Analysis Period (min) 15	

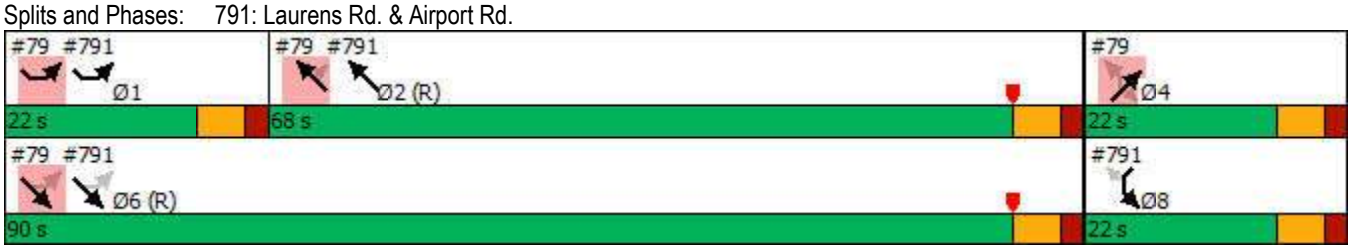
Splits and Phases: 79: Access Ramp & Laurens Rd.



Lane Group	SEL	SET	NWT	SWL	SWR	Ø4
Lane Configurations						
Traffic Volume (vph)	184	1264	1378	44	170	
Future Volume (vph)	184	1264	1378	44	170	
Turn Type	pm+pt	NA	NA	Prot	Perm	
Protected Phases	1	6	2	8		4
Permitted Phases	6				8	
Detector Phase	1	6	2	8	8	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	15.0	15.0	15.0	15.0	15.0
Total Split (s)	22.0	90.0	68.0	22.0	22.0	22.0
Total Split (%)	19.6%	80.4%	60.7%	19.6%	19.6%	20%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Recall Mode	None	C-Min	C-Min	None	None	None
Act Effct Green (s)	90.2	90.2	73.4	11.8	11.8	
Actuated g/C Ratio	0.81	0.81	0.66	0.11	0.11	
v/c Ratio	0.58	0.46	0.64	0.50	0.43	
Control Delay	19.7	1.6	14.2	32.8	13.6	
Queue Delay	1.2	0.1	0.0	0.0	0.0	
Total Delay	20.9	1.7	14.2	32.8	13.6	
LOS	C	A	B	C	B	
Approach Delay		4.1	14.2	23.3		
Approach LOS		A	B	C		

Intersection Summary	
Cycle Length: 112	
Actuated Cycle Length: 112	
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Yellow, Master Intersection	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 10.1	Intersection LOS: B
Intersection Capacity Utilization 67.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 791: Laurens Rd. & Airport Rd.



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	1682	15	39	1400	0	9	0	36	157	22	131
Future Volume (veh/h)	0	1682	15	39	1400	0	9	0	36	157	22	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1752	16	41	1458	0	9	0	38	164	23	136
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	55	2729	25	197	2688	0	149	0	264	256	39	231
Arrive On Green	0.00	0.76	0.76	1.00	1.00	0.00	0.17	0.00	0.17	0.17	0.17	0.17
Sat Flow, veh/h	364	3608	33	270	3647	0	1227	0	1585	1370	234	1386
Grp Volume(v), veh/h	0	862	906	41	1458	0	9	0	38	164	0	159
Grp Sat Flow(s),veh/h/ln	364	1777	1864	270	1777	0	1227	0	1585	1370	0	1621
Q Serve(g_s), s	0.0	29.8	29.9	7.5	0.0	0.0	0.9	0.0	2.7	15.1	0.0	11.8
Cycle Q Clear(g_c), s	0.0	29.8	29.9	37.5	0.0	0.0	12.7	0.0	2.7	17.8	0.0	11.8
Prop In Lane	1.00		0.02	1.00		0.00	1.00		1.00	1.00		0.86
Lane Grp Cap(c), veh/h	55	1344	1410	197	2688	0	149	0	264	256	0	270
V/C Ratio(X)	0.00	0.64	0.64	0.21	0.54	0.00	0.06	0.00	0.14	0.64	0.00	0.59
Avail Cap(c_a), veh/h	55	1344	1410	197	2688	0	227	0	366	343	0	374
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.72	0.72	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	7.5	7.5	5.7	0.0	0.0	55.9	0.0	46.2	53.8	0.0	50.0
Incr Delay (d2), s/veh	0.0	2.4	2.3	1.7	0.6	0.0	0.2	0.0	0.2	2.7	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.0	10.5	0.4	0.2	0.0	0.3	0.0	1.1	5.4	0.0	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.8	9.8	7.4	0.6	0.0	56.1	0.0	46.5	56.5	0.0	52.1
LnGrp LOS	A	A	A	A	A	A	E	A	D	E	A	D
Approach Vol, veh/h		1768			1499			47			323	
Approach Delay, s/veh		9.8			0.8			48.3			54.3	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		103.3		26.7		103.3		26.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		89.0		29.0		89.0		29.0				
Max Q Clear Time (g_c+I1), s		39.5		14.7		31.9		19.8				
Green Ext Time (p_c), s		11.8		0.1		12.4		0.9				

Intersection Summary												
HCM 6th Ctrl Delay			10.5									
HCM 6th LOS			B									

Lane Group	SEL	SET	NWT	NWR	NET	NER	Ø8
Lane Configurations							
Traffic Volume (vph)	174	1701	1354	276	25	93	
Future Volume (vph)	174	1701	1354	276	25	93	
Turn Type	pm+pt	NA	NA	Perm	NA	Perm	
Protected Phases	1	6	2		4		8
Permitted Phases	6			2		4	
Detector Phase	1	6	2	2	4	4	
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	15.0	15.0	15.0	15.0	15.0	15.0
Total Split (s)	28.0	102.0	74.0	74.0	28.0	28.0	28.0
Total Split (%)	21.5%	78.5%	56.9%	56.9%	21.5%	21.5%	22%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?							
Recall Mode	None	C-Min	C-Min	C-Min	None	None	None
Act Effct Green (s)	99.8	99.8	80.3	80.3	20.2	20.2	
Actuated g/C Ratio	0.77	0.77	0.62	0.62	0.16	0.16	
v/c Ratio	0.54	0.65	0.64	0.27	0.41	0.39	
Control Delay	16.0	11.5	6.0	0.5	53.4	53.5	
Queue Delay	0.0	0.9	0.4	1.0	0.0	0.4	
Total Delay	16.0	12.4	6.3	1.5	53.4	53.8	
LOS	B	B	A	A	D	D	
Approach Delay		12.7	5.5		53.6		
Approach LOS		B	A		D		

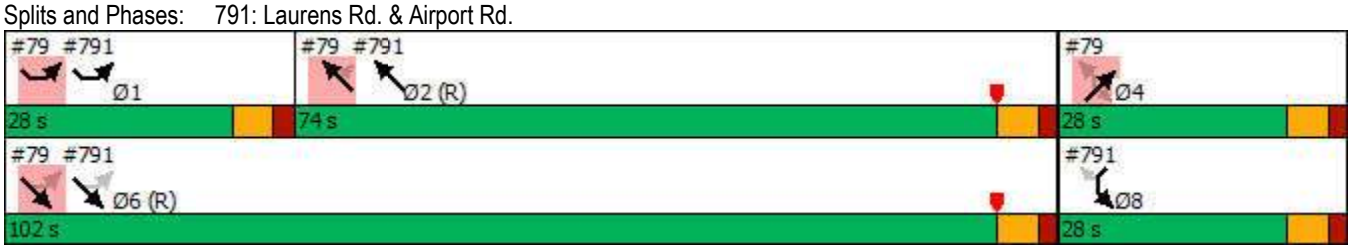
Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Yellow, Master Intersection	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 11.8	Intersection LOS: B
Intersection Capacity Utilization 65.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 79: Access Ramp & Laurens Rd.

Lane Group	SEL	SET	NWT	SWL	SWR	Ø4
Lane Configurations						
Traffic Volume (vph)	190	1604	1374	153	256	
Future Volume (vph)	190	1604	1374	153	256	
Turn Type	pm+pt	NA	NA	Prot	Perm	
Protected Phases	1	6	2	8		4
Permitted Phases	6				8	
Detector Phase	1	6	2	8	8	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	15.0	15.0	15.0	15.0	15.0
Total Split (s)	28.0	102.0	74.0	28.0	28.0	28.0
Total Split (%)	21.5%	78.5%	56.9%	21.5%	21.5%	22%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Recall Mode	None	C-Min	C-Min	None	None	None
Act Effct Green (s)	99.8	99.8	80.3	20.2	20.2	
Actuated g/C Ratio	0.77	0.77	0.62	0.16	0.16	
v/c Ratio	0.61	0.61	0.67	0.79	0.50	
Control Delay	28.3	2.8	19.5	69.2	10.6	
Queue Delay	1.7	0.2	0.1	0.9	0.2	
Total Delay	30.0	3.0	19.6	70.1	10.8	
LOS	C	A	B	E	B	
Approach Delay		5.9	19.6	41.6		
Approach LOS		A	B	D		

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Yellow, Master Intersection	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 15.3	Intersection LOS: B
Intersection Capacity Utilization 76.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 791: Laurens Rd. & Airport Rd.



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	1306	2	25	1456	0	0	0	6	207	13	131
Future Volume (veh/h)	0	1306	2	25	1456	0	0	0	6	207	13	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1389	2	27	1549	0	0	0	6	220	14	139
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	64	2620	4	277	2557	0	64	0	303	329	28	279
Arrive On Green	0.00	0.72	0.72	0.24	0.24	0.00	0.00	0.00	0.19	0.19	0.19	0.19
Sat Flow, veh/h	334	3641	5	389	3647	0	1234	0	1585	1410	147	1460
Grp Volume(v), veh/h	0	678	713	27	1549	0	0	0	6	220	0	153
Grp Sat Flow(s),veh/h/ln	334	1777	1869	389	1777	0	1234	0	1585	1410	0	1607
Q Serve(g_s), s	0.0	19.4	19.4	6.5	43.5	0.0	0.0	0.0	0.3	16.8	0.0	9.5
Cycle Q Clear(g_c), s	0.0	19.4	19.4	25.9	43.5	0.0	0.0	0.0	0.3	17.2	0.0	9.5
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		0.91
Lane Grp Cap(c), veh/h	64	1278	1345	277	2557	0	64	0	303	329	0	307
V/C Ratio(X)	0.00	0.53	0.53	0.10	0.61	0.00	0.00	0.00	0.02	0.67	0.00	0.50
Avail Cap(c_a), veh/h	64	1278	1345	277	2557	0	192	0	467	475	0	474
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.68	0.68	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	7.1	7.1	30.0	28.6	0.0	0.0	0.0	36.8	43.7	0.0	40.5
Incr Delay (d2), s/veh	0.0	1.6	1.5	0.5	0.7	0.0	0.0	0.0	0.0	2.3	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.5	6.8	0.7	20.8	0.0	0.0	0.0	0.1	6.0	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.7	8.6	30.5	29.3	0.0	0.0	0.0	36.8	46.1	0.0	41.7
LnGrp LOS	A	A	A	C	C	A	A	A	D	D	A	D
Approach Vol, veh/h		1391			1576			6			373	
Approach Delay, s/veh		8.7			29.3			36.8			44.3	
Approach LOS		A			C			D			D	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	85.6	26.4	85.6	26.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	68.0	32.0	68.0	32.0
Max Q Clear Time (g_c+I1), s	45.5	2.3	21.4	19.2
Green Ext Time (p_c), s	9.5	0.0	7.6	1.3

Intersection Summary	
HCM 6th Ctrl Delay	22.4
HCM 6th LOS	C

Lane Group	SEL	SET	NWT	NWR	NET	NER	Ø8
Lane Configurations							
Traffic Volume (vph)	116	1403	1407	180	31	74	
Future Volume (vph)	116	1403	1407	180	31	74	
Turn Type	pm+pt	NA	NA	Perm	NA	Perm	
Protected Phases	1	6	2		4		8
Permitted Phases	6			2		4	
Detector Phase	1	6	2	2	4	4	
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	15.0	15.0	15.0	15.0	15.0	15.0
Total Split (s)	22.0	90.0	68.0	68.0	22.0	22.0	22.0
Total Split (%)	19.6%	80.4%	60.7%	60.7%	19.6%	19.6%	20%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?							
Recall Mode	None	C-Min	C-Min	C-Min	None	None	None
Act Effct Green (s)	87.6	87.6	69.1	69.1	14.4	14.4	
Actuated g/C Ratio	0.78	0.78	0.62	0.62	0.13	0.13	
v/c Ratio	0.37	0.53	0.68	0.18	0.48	0.38	
Control Delay	13.5	4.2	5.3	0.3	51.7	49.4	
Queue Delay	0.0	0.1	0.3	1.1	0.0	0.4	
Total Delay	13.5	4.3	5.6	1.4	51.7	49.8	
LOS	B	A	A	A	D	D	
Approach Delay		5.0	5.1		50.9		
Approach LOS		A	A		D		

Intersection Summary	
Cycle Length: 112	
Actuated Cycle Length: 112	
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Yellow, Master Intersection	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 7.6	Intersection LOS: A
Intersection Capacity Utilization 63.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 79: Access Ramp & Laurens Rd.

Lane Group	SEL	SET	NWT	SWL	SWR	Ø4
Lane Configurations						
Traffic Volume (vph)	213	1264	1378	96	209	
Future Volume (vph)	213	1264	1378	96	209	
Turn Type	pm+pt	NA	NA	Prot	Perm	
Protected Phases	1	6	2	8		4
Permitted Phases	6				8	
Detector Phase	1	6	2	8	8	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	15.0	15.0	15.0	15.0	15.0
Total Split (s)	22.0	90.0	68.0	22.0	22.0	22.0
Total Split (%)	19.6%	80.4%	60.7%	19.6%	19.6%	20%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Recall Mode	None	C-Min	C-Min	None	None	None
Act Effct Green (s)	87.6	87.6	69.1	14.4	14.4	
Actuated g/C Ratio	0.78	0.78	0.62	0.13	0.13	
v/c Ratio	0.67	0.48	0.69	0.68	0.47	
Control Delay	28.0	2.0	17.5	53.8	11.8	
Queue Delay	4.4	0.1	0.1	0.0	0.1	
Total Delay	32.4	2.1	17.6	53.9	11.9	
LOS	C	A	B	D	B	
Approach Delay		6.5	17.6	33.7		
Approach LOS		A	B	C		

Intersection Summary	
Cycle Length: 112	
Actuated Cycle Length: 112	
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Yellow, Master Intersection	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 14.0	Intersection LOS: B
Intersection Capacity Utilization 73.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 791: Laurens Rd. & Airport Rd.

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	52	223	214	12	13	91
Future Vol, veh/h	52	223	214	12	13	91
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	248	238	13	14	101

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	251	0	-	0	609	245
Stage 1	-	-	-	-	245	-
Stage 2	-	-	-	-	364	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1314	-	-	-	458	794
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	703	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1314	-	-	-	438	794
Mov Cap-2 Maneuver	-	-	-	-	533	-
Stage 1	-	-	-	-	761	-
Stage 2	-	-	-	-	703	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1314	-	-	-	533	794
HCM Lane V/C Ratio	0.044	-	-	-	0.027	0.127
HCM Control Delay (s)	7.9	-	-	-	11.9	10.2
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.4

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	26	275	52	0	0
Future Vol, veh/h	0	26	275	52	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	Free	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	29	306	58	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	306	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	734	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	734	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	734	-
HCM Lane V/C Ratio	-	0.039	-
HCM Control Delay (s)	-	10.1	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.1	-

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	1732	15	39	1443	0	9	0	36	191	22	131
Future Volume (veh/h)	0	1732	15	39	1443	0	9	0	36	191	22	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1804	16	41	1503	0	9	0	38	199	23	136
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	55	2646	23	175	2605	0	181	0	301	288	45	264
Arrive On Green	0.00	0.73	0.73	1.00	1.00	0.00	0.19	0.00	0.19	0.19	0.19	0.19
Sat Flow, veh/h	349	3609	32	257	3647	0	1227	0	1585	1370	234	1386
Grp Volume(v), veh/h	0	887	933	41	1503	0	9	0	38	199	0	159
Grp Sat Flow(s),veh/h/ln	349	1777	1865	257	1777	0	1227	0	1585	1370	0	1621
Q Serve(g_s), s	0.0	34.6	34.8	9.7	0.0	0.0	0.9	0.0	2.6	18.3	0.0	11.5
Cycle Q Clear(g_c), s	0.0	34.6	34.8	44.4	0.0	0.0	12.3	0.0	2.6	20.9	0.0	11.5
Prop In Lane	1.00		0.02	1.00		0.00	1.00		1.00	1.00		0.86
Lane Grp Cap(c), veh/h	55	1302	1367	175	2605	0	181	0	301	288	0	308
V/C Ratio(X)	0.00	0.68	0.68	0.23	0.58	0.00	0.05	0.00	0.13	0.69	0.00	0.52
Avail Cap(c_a), veh/h	55	1302	1367	175	2605	0	230	0	366	344	0	374
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.63	0.63	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	9.3	9.3	8.1	0.0	0.0	52.8	0.0	43.7	52.4	0.0	47.3
Incr Delay (d2), s/veh	0.0	2.9	2.8	2.0	0.6	0.0	0.1	0.0	0.2	4.5	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.3	12.9	0.5	0.2	0.0	0.3	0.0	1.0	6.7	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	12.1	12.1	10.1	0.6	0.0	52.9	0.0	43.9	56.9	0.0	48.6
LnGrp LOS	A	B	B	B	A	A	D	A	D	E	A	D
Approach Vol, veh/h		1820			1544			47			358	
Approach Delay, s/veh		12.1			0.8			45.6			53.2	
Approach LOS		B			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		100.3		29.7		100.3		29.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		89.0		29.0		89.0		29.0				
Max Q Clear Time (g_c+I1), s		46.4		14.3		36.8		22.9				
Green Ext Time (p_c), s		12.1		0.1		13.1		0.8				

Intersection Summary												
HCM 6th Ctrl Delay			11.8									
HCM 6th LOS			B									

Lane Group	SEL	SET	NWT	NWR	NET	NER	Ø8
Lane Configurations							
Traffic Volume (vph)	216	1743	1397	276	59	93	
Future Volume (vph)	216	1743	1397	276	59	93	
Turn Type	pm+pt	NA	NA	Perm	NA	Perm	
Protected Phases	1	6	2		4		8
Permitted Phases	6			2		4	
Detector Phase	1	6	2	2	4	4	
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	15.0	15.0	15.0	15.0	15.0	15.0
Total Split (s)	28.0	102.0	74.0	74.0	28.0	28.0	28.0
Total Split (%)	21.5%	78.5%	56.9%	56.9%	21.5%	21.5%	22%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?							
Recall Mode	None	C-Min	C-Min	C-Min	None	None	None
Act Effct Green (s)	97.6	97.6	74.9	74.9	22.4	22.4	
Actuated g/C Ratio	0.75	0.75	0.58	0.58	0.17	0.17	
v/c Ratio	0.66	0.68	0.71	0.28	0.48	0.36	
Control Delay	28.0	11.4	7.5	0.5	54.2	51.4	
Queue Delay	0.1	0.9	0.8	1.4	2.1	2.1	
Total Delay	28.1	12.4	8.3	1.9	56.3	53.4	
LOS	C	B	A	A	E	D	
Approach Delay		14.1	7.3		55.2		
Approach LOS		B	A		E		

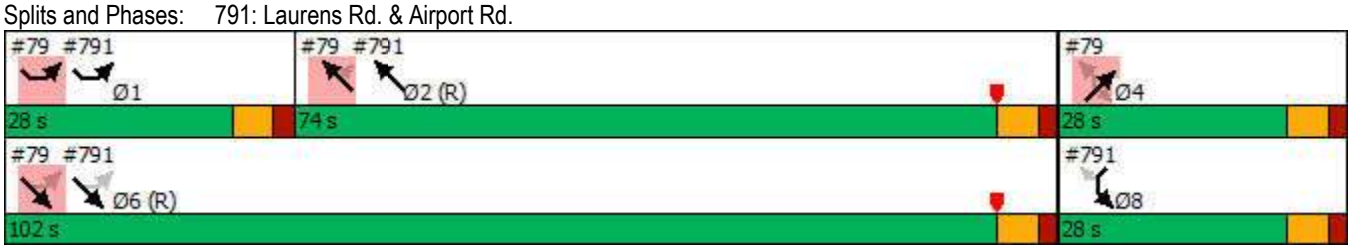
Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Yellow, Master Intersection	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 13.7	Intersection LOS: B
Intersection Capacity Utilization 70.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 79: Access Ramp & Laurens Rd.

Lane Group	SEL	SET	NWT	SWL	SWR	Ø4
Lane Configurations						
Traffic Volume (vph)	232	1604	1374	210	299	
Future Volume (vph)	232	1604	1374	210	299	
Turn Type	pm+pt	NA	NA	Prot	Perm	
Protected Phases	1	6	2	8		4
Permitted Phases	6				8	
Detector Phase	1	6	2	8	8	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	15.0	15.0	15.0	15.0	15.0
Total Split (s)	28.0	102.0	74.0	28.0	28.0	28.0
Total Split (%)	21.5%	78.5%	56.9%	21.5%	21.5%	22%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Recall Mode	None	C-Min	C-Min	None	None	None
Act Effct Green (s)	97.6	97.6	74.9	22.4	22.4	
Actuated g/C Ratio	0.75	0.75	0.58	0.17	0.17	
v/c Ratio	0.72	0.62	0.74	0.90	0.54	
Control Delay	43.2	2.8	24.1	82.4	10.1	
Queue Delay	13.4	0.2	0.1	9.2	0.5	
Total Delay	56.5	3.0	24.2	91.6	10.6	
LOS	E	A	C	F	B	
Approach Delay		9.8	24.2	53.1		
Approach LOS		A	C	D		

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Yellow, Master Intersection	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 21.1	Intersection LOS: C
Intersection Capacity Utilization 83.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 791: Laurens Rd. & Airport Rd.



Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	76	237	409	16	14	100
Future Vol, veh/h	76	237	409	16	14	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	84	263	454	18	16	111

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	472	0	-	0	894	463
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	431	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1090	-	-	-	312	599
Stage 1	-	-	-	-	634	-
Stage 2	-	-	-	-	655	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1090	-	-	-	288	599
Mov Cap-2 Maneuver	-	-	-	-	413	-
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	655	-

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	12.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1090	-	-	-	413	599
HCM Lane V/C Ratio	0.077	-	-	-	0.038	0.185
HCM Control Delay (s)	8.6	-	-	-	14.1	12.4
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.1	0.7

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	28	475	76	0	0
Future Vol, veh/h	0	28	475	76	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	Free	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	31	528	84	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	528	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	550	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	550	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	550	-
HCM Lane V/C Ratio	-	0.057	-
HCM Control Delay (s)	-	11.9	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.2	-

QUEUING DATA AIRPORT ROAD

2025 AM BUILD QUEUES

08/04/2021

Intersection: 791: Laurens Rd. & Airport Rd.

Movement	SE	SE	SE	NW	NW	SW	SW
Directions Served	L	T	T	T	TR	LR	R
Maximum Queue (ft)	100	91	103	302	321	104	56
Average Queue (ft)	86	45	86	269	224	73	45
95th Queue (ft)	115	86	112	317	316	121	65

↳ ACCESS IS 425' FROM LAURENS Rd.

2025 PM BUILD QUEUES

08/04/2021

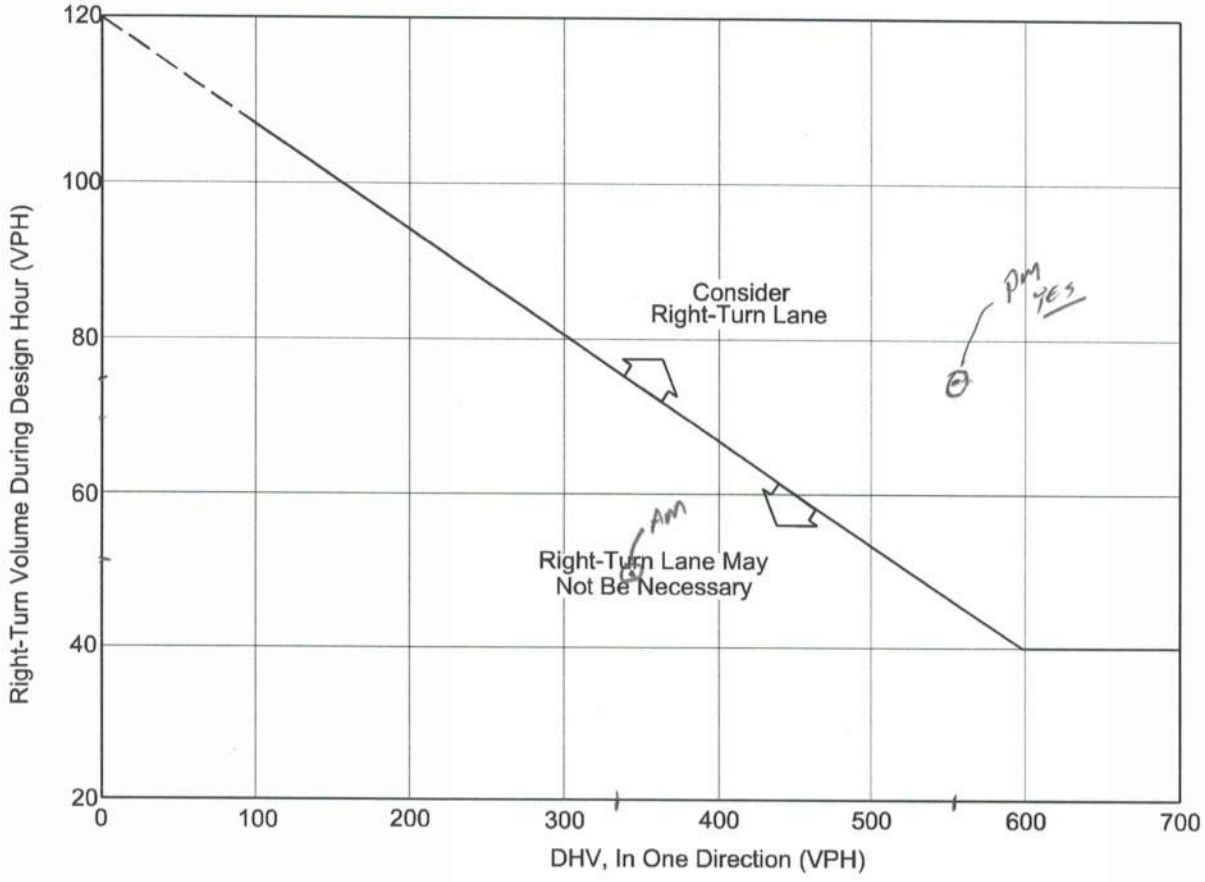
Intersection: 791: Laurens Rd. & Airport Rd.

Movement	SE	SE	SE	NW	NW	SW	SW
Directions Served	L	T	T	T	TR	LR	R
Maximum Queue (ft)	95	91	98	299	299	280	339
Average Queue (ft)	63	59	95	295	299	276	311
95th Queue (ft)	109	99	99	303	299	286	339

↳ ACCESS IS 425' FROM LAURENS RD.

TURN LANE NOMOGRAPHS

PLEASANTBURG RAMP ACCESS



Note: For highways with a design speed below 50 miles per hour with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

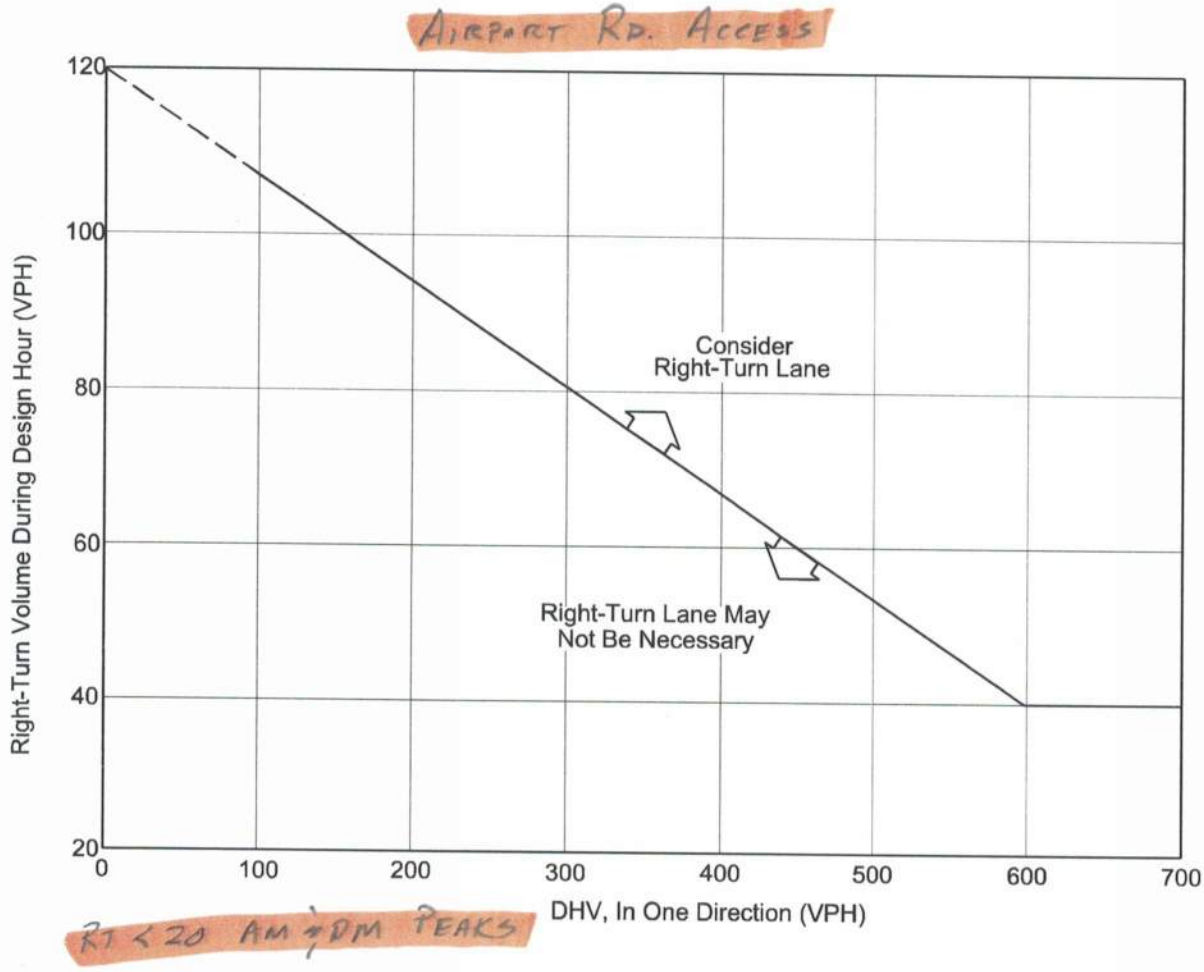
Example

Given:	Design Speed	=	35 miles per hour
	DHV	=	250 vehicles per hour
	Right Turns	=	100 vehicles per hour

Problem: Determine if a right-turn lane is necessary.

Solution: To read the vertical axis, use 100 – 20 = 80 vehicles per hour. The figure indicates that a right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS
Figure 9.5-A



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Example

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GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS
Figure 9.5-A

MEETING NOTES

DATE: 10.14.2021

SUBJECT: **Enclave Laurens Mixed-Use-Development**

Neighborhood Meeting: Request for Rezoning from C-3 to PD for Enclave Laurens Mixed-Use Development

City of Greenville, SC

Note: A Neighborhood meeting was held on 10/12/2021 from 6:00 PM – 7:30 PM in the Greenville Convention Center. Marcus McCall (McCall Capital), Nick Myers (Seamon Whiteside), and Chris Kacena (Studio Architects) presented the project to the neighborhood. A sign-in sheet is included as an attachment to this document. The following is a list of questions/concerns that were raised, and how the developer responded to and/or is addressing these items.

- What can be done to improve safety for pedestrians crossing the bridge over Pleasantburg Dr. towards downtown?
    - This area is outside the project boundary and/or control of the developer. However, pedestrians effectively will be able to "cross-over" Pleasantburg Dr. via the Swamp Rabbit Trail ("SRT") extension through Enclave Laurens onto Airport Rd. and Laurens Rd.

- What is the timeline for the project?
    - We plan to start site work construction by Q2 2022.

- Can Airport Road be widened as part of this project?
    - The plan is to widen Airport Road as part of this project by adding a two-way left turn lane, as shown on the Site Plan.

- Will access be provided to Think Tank Brewery?
    - Think Tank Brewery will have access to Enclave Laurens via the SRT extension.

- How will parking be handled for the site?
    - Surface and structured parking will be provided as part of the project.

- What building will be built first?
    - We plan to start with the Phase I building, as shown on the Site Plan.

Falls Place
531 S. Main Street, Suite 207
Greenville, SC 29601

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Greenville, SC 29602

- Are the buildings going to be apartment or town home style?
    - We plan to have a variety of mixed-uses for the buildings, including multi-family housing, as shown on the Site Plan.

- How tall will the Phase I building be?
    - The intent is for Phase I to be a Midrise building over structured parking less than 100 feet in height.

- Are you providing 2 parking spaces per MF unit?
    - No, the overall parking spaces for MF uses, as well as parking for the overall project, will be determined by the City of Greenville and the developer as part of the PD zoning process.

- How will sewer be handled?
    - A new gravity sewer main was completed in 2018 by McCall Capital on behalf of the City of Greenville in preparation for Enclave Laurens, as well as other projects. A new sewer main will be constructed on site from the SRT extension to Airport Road to serve Enclave Laurens.

- Do you see there being enough parking for people that aren't coming off of the Swamp Rabbit Trail extension?
    - Yes, we intend to have adequate parking for the project's mixed-uses.

- How many parking spaces will be provided?
    - Currently up to approximately 760 spaces overall are shown on the Reg Plan.

- Can you discuss the new lane in Airport Road?
    - The new lane will be a two-way left turn lane, as shown on the Site Plan.

- Have we seen the City's proposed Swamp Rabbit Trail extension redevelopment study?
    - Yes, we met with the design team early on to discuss our design concepts and mixed-uses planned for Enclave Laurens.

- Will sidewalks be provided as part of the project?
    - Yes, sidewalks will be provided along the N. Pleasantburg Dr., Laurens Rd., and Airport Rd. boundaries of the project, as well as a "multi-use trail" sidewalk to connect SRT extension to Airport Rd, as shown on the Site Plan.

- How will you accommodate the backed-up traffic turning left onto Airport Rd. from Laurens Rd.?
    - We intend to provide access to the project from Laurens Rd. via left turn onto N. Pleasantburg on ramp with "right turn in" and "right turn out", including addition of a deceleration lane, as shown on the Site Plan.

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Neighborhood Meeting

Project Name: Enclave Laurens

Location:

Time of the meeting: 6:00 - 7:30 pm

Date: 10-12-2021

Representative holding meeting: Marcus S. McCall

	Name	Street Address	Email
1	Emily Lambron	1565 Laurens Rd.	eljjc.001@yahoo.com
2	Austin Rutherford	206 S. Main St	arutherford@greenvillesc.gov
3	Jerry Morgan	29 Covey Hill Ln	jerrymorgan@francismarionfine.net
4	Diann Allen	123 Eastlan Dr	
5	Tyler & Halee Senecal	319 Sycamore Dr.	TylerSenecal05@gmail.com
6	Matt Brantley	1535 Laurens Rd.	mbrantley@cvhsc.com
7	Kevin Feeny	307 Sycamore DR	Kfnc@outlook.com
8	Shannon Lavin	City	
9	Jennifer Derryberry	100 W Antrim Dr	jderryberry@cwcarolina.org
10	Esther Atkins	7 Eastlan Pl	esther.erb.atkins@gmail.com
11	Aneta & Robert Nessel	2 Eastlan Pl	aneta.nessel@gmail.com
12	Mary Douglas Hirsch	206 S. Main St.	mdhirsch@greenvillesc.gov
13	Nicole Martin	322 Sycamore Dr.	martinnik@earthlink.net
14	Attendees from Developer & Design Team		
15			
16	Marcus McCall	531 S. Main St Ste 207 G'ville	mm@mccallcap.com
17	Mac McCall	531 S. Main St, Suite 207	mac@mccallcap.com
18	Shane Birckbichler	531 S. Main St., Suite 207	shaneb@mccallcap.com
19	Linda Seiden	531 S. Main St., Suite 207	lseiden@mccallcap.com
20	Chris Watson	508 Rhett St., Suite 101	cwatson@seamonwhiteside.com
21	Joe Bryant	508 Rhett St., Suite 101	jbryant@seamonwhiteside.com
22	Will Buice	508 Rhett St., Suite 101	wbuice@seamonwhiteside.com
23	Nick Myers	508 Rhett St., Suite 101	nmyers@seamonwhiteside.com
24	Chris Kacena	1000 Marietta St., Ste. 304 Atlanta, GA 30318	ckacena@studioarchitects.com
25			